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## American Railroad Journal.

New York, Saturday, March 1, 1879.

### Northern Central Railway.

From the report of this company, which was presented at the annual meeting of the stockholders held in Baltimore on the 27th ult., we learn that the revenue of the main and subsidiary lines for the year 1878 was as follows: from freight, \$2,837,599 44; passengers, \$657,005 81; express, \$65,611 48; mails, \$43,815 92; miscellaneous, \$119,424 25—total, \$3,723,456 90. The operating expenses were: for conducting transportation, \$862,793 57; motive power, \$666,988 01; maintenance of way, \$735,257 75; maintenance of cars, \$276,379 34; general expenses \$63,078 54—total, \$2,604,497 21, leaving as net earnings \$1,118,959 69. To which add: received from dividends and interest, \$211,179 67; contribution for operating Elmira, Chemung and Canandaigua divisions (from Pennsylvania Railroad Co.) \$147,873 09; royalty on coal mined, Shamokin division, \$32,470 76—making the total receipts \$1,510,483 21; of which \$1,485,585 81 have been applied to the payment of interest and rents, and dividends Chemung railroad, leaving \$24,897 40 balance of net income for 1878, carried to credit of profit and loss. The balance to debit of that

account now stands at \$276,350 18, against \$368,413 58 in 1877. This reduction in the debit was caused by crediting to the account the sum of \$66,866 received from the Mineral Railroad and Mining Company for royalty on coal mined prior to January 1, 1878, and therefore not properly a credit to the income account for the year; also, by a credit of \$500, received from the Jay Cooke estate, which two items, added to the net income for the year, makes a total credit to the account of \$92,063 40. Compared with the previous year the gross earnings show a decrease of \$346,980 88, with a decrease in expenses of \$141,427 63, making the decrease in net earnings \$205,503 25. The total number of passengers carried was 1,380,398, against 1,479,692 in 1877. Tons of freight moved 5,803,371, against 6,160,171 in 1877. The number of passengers carried one mile was 24,122,837, against 25,726,768 in 1877. The number of tons carried one mile was 280,236,742, against 277,752,734 in 1877. It will be seen that there was a decrease in the number passengers carried of 99,299, and in the number carried one mile of 1,603,981. There was also a decrease in the number of tons carried of 356,800, but an increase in the number carried one mile of 2,486,008. The decrease in the revenue of the freight traffic is attributable to the decrease in tonnage of both anthracite and bituminous coal. This decrease is ascribed to "the restriction upon production, effected by a general agreement between the anthracite coal producing interests to which the different coal companies on your road were parties. The result of this proved to be injurious to your company's interest." The grain carried was 14,802,066 bushels, against 10,405,588 bushels in 1877, an increase of 4,406,478 bushels, making the new pier, warehouse and elevator at Canton necessary. This pier will be used for the new line of eight steamers, which will make weekly trips after March 1. The property of the road is reported to be in excellent condition, steady improvement having been carried in all departments for several years. The company's track now has 27,944 tons of steel rails laid, against 8,298 tons of iron rails remaining on the main track.

Arrangements have recently been made under which the bonds of the Elmira and Williamsport

Railroad Co., amounting to \$1,000,000, bearing 7 per cent interest, and which mature January 1, 1880, will be purchased at par and accrued interest on and after the 15th of March, 1879; or they may be extended, if the holders so desire, for a period of 80 years from maturity at 6 per cent per annum, secured by the same mortgage, and under the same guarantees, provided the option of extending is exercised before the first day of May, 1879.

### Railroads of Illinois.

The following is an abstract of the Eighth Annual Report of the Railroad and Warehouse Commission of Illinois for the year ending November 30, 1878:

Reports have been received from fifty-one roads, one less than last year. The Edwardsville, Marine and St. Louis Railroad, having been purchased by the Wabash Railway, is reported this year as part of that road; the Gilman, Clinton and Springfield Railroad, reported by a receiver last year, is now reported as part of the Illinois Central, by which it has been leased; and the Grayville and Mattoon Railroad, last year reported as projected and unfinished, is now reported as in operation.

The following named roads, in addition to the Gilman, Clinton and Springfield Railroad, already mentioned, have passed from the hands of receivers and been reorganized under new names, viz: the Chicago, Danville and Vincennes, now named the Chicago and Eastern Illinois; the Iron Mountain, Chester and Eastern, now named the Wabash, Chester and Western; and the Peoria and Rock Island, now named the Rock Island and Peoria.

The following named roads are reported by receivers, viz: the Cairo and St. Louis, the Cairo and Vincennes, the Chicago and Iowa, the Chicago and Pacific, the Chicago and Paducah, the Chicago, Pekin and Southwestern, the Illinois Midland, the Indianapolis, Bloomington and Western, the Ohio and Mississippi, the Paris and Danville, the Peoria, Pekin and Jacksonville, the Springfield and Northwestern, the St. Louis and Southeastern, and the Toledo, Peoria and Warsaw, in all fourteen. Of this number, five (the Cairo and St. Louis, the Chicago and Iowa, the Chicago,

Pekin and Southwestern, the Illinois Midland and Peoria, Pekin and Jacksonville roads) have gone into the hands of the courts since our last report. The Decatur, Mattoon and Southern Railroad was sold by order of the court March 14 last, and placed in the hands of a trustee, by whom it was reported to this office.

The following table contains a comparative statement of the railroad track owned in 1877 and 1878 by the railroad corporations reporting to this office:

	Whole line.		In Illinois.	
	Miles.		Miles.	
	1877.	1878.	1877.	1878.
Track on—				
Main line.....	11,097	11,189	5,267	5,184
Branches .....	4,976	4,802	2,098	2,270
New track laid during year....	68	54	68	54
Total.....	15,241	15,545	7,433	7,458
Increase ....		304		25

The length of double track on whole line is 625.23 miles, of which 279.79 are in Illinois. The length of all track—double, single and siding—estimated as a continuous line, is 18,477.85 miles. Of this aggregate 12,984.35 miles are laid with iron and 5,543 with steel. During the present year 920.50 miles of steel and 298 of iron were put down.

Forty three corporations with 14,475.02 miles of road report \$364,145,688 95 capital stock. Of this, \$59,684,277 56 is preferred, and is reported by fourteen companies. The average per mile on common stock is \$20,405, and on common and preferred combined \$24,404 91.

Eight roads made no capital stock returns. Six of these are in the hands of receivers. The other two are the St. Louis, Rock Island and Chicago Railroad, and the Grand Tower Mining, Manufacturing and Transportation Company. The latter, being a manufacturing and mining company, owns a railroad as an incident of its business and keeps no separate account of capital stock as applied to its road. The first named gives a reason for its failure to report not as satisfactory as this by saying it is "impossible to make the statement."

The returns show \$53,085,947 42 more common stock this than last year, but this is in great part only an apparent increase. A few of the companies have increased their capital stock, but most of the reported increase is to be attributed to the more complete returns made for the present year.

During the past year dividends were declared aggregating \$11,058,080 06, or an average of 5.19 per cent on the entire amount of common and preferred stock reported as paying dividends. Last year the aggregate dividends paid were \$7,806,798 44, a per cent of 4.53. This shows an increase of \$3,251,286 62.

Forty-two roads, with 14,885.12 miles of track, report bonded indebtedness of \$328,799,596 68, an average of \$21,531 per mile. The Grand Tower Mining, Manufacturing and Transportation Co., and the Louisville, New Albany and St. Louis, the Rock Island and Mercer County, and the Sycamore and Courtland roads, with an aggregate of 79.70 miles of track, have no bonded debt. The remaining four non-reporting roads are in the hands of receivers and fail to report their bonded indebtedness.

The aggregate of bonded and floating debt re-

ported this year is \$340,688,399 47, an increase of \$65,680,859 34 over last year—\$60,635,366 26 of bonded and \$5,045,493 08 of floating. This increase may be accounted for in some measure by the fact that some of the roads have added to their debts, but much the larger portion of it is due to the more perfect returns made by the companies.

Thirty-three companies report floating debts aggregating \$11,838,802 79.

The new blank forms for reports was prepared for returns, giving a detailed statement of the cost of construction and equipment. Many of the roads express inability to give these details, and twenty-three return the cost in aggregate. Twenty-eight corporations, representing 10,155.32 miles of road, show an aggregate cost for construction and equipment of \$440,470,912 77, an average of \$43,400 per mile. The bonded and stock debt of these roads amounts to \$459,848,165 85.

The bonded debt, stock, and cost returns are for the whole line. The proportion for Illinois is not given. But making use of the returns in attempting to approximate this proportion, we would place the bonded and stock debt of the railroads in Illinois at \$313,811,000, and the cost of construction and equipment at \$335,366,676 40.

Three roads made no report of cost. Eight, most of them receivers' roads, report: "No means of knowing."

The returns of equipment show in use: 3,428 locomotives, 1,465 passenger cars, 78 sleeping cars, 15 dining cars, 25 officers' cars, 733 express and baggage cars, 42,494 box cars, 5,935 stock cars, 1,863 caboose cars, 20,158 flat cars, and 6,680 hand, push and other cars.

The number of employees is 66,621, with salaries aggregating \$38,069,511 94, which is 31.35 per cent of the gross earnings of the reporting roads.

The total number of passengers carried during the year was 21,535,487. The number carried one mile was 830,817,698. The average number carried per car, as estimated from the returns of fifteen roads, was 21.40. The average distance traveled by each passenger was 31.33. The Michigan Central shows the highest average for each passenger, 56.33 miles, and the Sycamore and Courtland the lowest, 4.90, that being the length of the road. The average receipts per passenger per mile, were 3.18 cents. The Lafayette, Bloomington and Mississippi reports the highest passenger average, 4.25 per mile, and the Pittsburg, Fort Wayne and Chicago the lowest, 2.30 cents per mile.

The total tons of freight carried were 30,233,308. The total tons carried one mile were 5,937,068,254. The average number of tons carried per train, twenty-one roads reporting, was 107. The highest average number of tons carried per train was 320, reported by the Lake Shore and Michigan Southern; the lowest average was 28 tons, reported by the Sycamore and Courtland. The average number of tons carried per car was 7.54. The highest average number of tons carried per car was 10.50, reported by the Lafayette, Bloomington and Mississippi. The lowest average was 5 tons, reported by the Chicago, Mil-

waukee and St. Paul, the Havana, Rantoul and Eastern, the Cairo and St. Louis, and the St. Louis and Southeastern. The average receipts per ton per mile were 1.58 cents.

The gross earnings were:

Entire line.....	\$105,466,734
In Illinois.....	23,323,916

Excess of entire line over Illinois. \$82,142,818

The average gross receipts per mile were \$6,-804 43. The highest average per mile, reported by the Lake Shore and Michigan Southern, was \$11,551 71. The lowest average, reported by the Louisville, New Albany and St. Louis, was \$400 65.

The ratio of passenger to freight earnings was as 1 is to 2.20.

It will be observed that the excess of earnings on the whole line is in very great disproportion to the mileage in this State. This is accounted for by the fact that the corporations doing the greater share of the business have lines that run into other States, and have no system of accounts by which the business can be divided. Taking the two statements—entire line and Illinois—the proportion of business for this State would be but 22.11 per cent of the entire amount, and this with 48 per cent of the entire mileage in Illinois. If the proportion of Illinois earnings were based on mileage, nearly 50 per cent of the receipts would fall to the State. While such an estimate would be inaccurate it would be a closer approximation to the truth than is reached by the partial returns accompanying this report.

The expenses for the year were:

Operating expenses.....	\$61,462,471
Taxes.....	3,719,406

Total..... \$65,181,878

This is 61.80 per cent of earnings including taxes, or 58.28 per cent excluding taxes. The average per mile of operating expenses was \$4,-232 60. The highest average per mile was \$8,-586 42, reported by the Pittsburg, Ft. Wayne and Chicago road. The lowest was \$385 52, reported by the Louisville, New Albany and St. Louis road.

The ordinary operating expenses of 1878 compared with those of last year, show a decrease of \$423,179 81, while the expenses called extraordinary have been increased over those of last year \$7,862,321 26.

Last year the taxes paid by roads were \$2,306,-825 01, and were included in "payments in addition to operating expenses." This year \$3,719,-406 67 taxes were paid, and are classified with operating expenses.

The earnings and expenses of last year compared with the present year, are shown in the following table:

Year.	Gross Earnings.	Expenses.	Net.
1877 .....	\$95,717,652	\$61,612,282	\$33,789,873
1878 .....	105,466,734	62,953,549	41,522,643
Increase ..	\$9,749,082	\$1,341,267	\$7,782,770

The net earnings for 1877 were 35 and for 1878, 39 per cent of gross earnings.

Fourteen projected roads are reported to this office with an aggregate proposed length of 1,168 miles, 40 miles of which are completed and 65 graded. The companies having portions of their roads completed are the Belleville and Eldorado,



32 miles, and the Danville, Olney and Ohio River, 8 miles. Of the 65 miles of completed grading, 9 miles belong to the latter road, 20 to the Peoria and Farmington, 1 to the Freeport, Pecatonica Valley and State Line, 33 to the Milwaukee and St. Louis Air Line, and 2 to the Collinsville and Venice road. The amount of stock subscribed to these corporations is \$1,369,750, of which \$222,000 is reported paid up. The aggregate amount expended by these corporations is \$308,959 51.

#### Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of January:

	1879.	
Gross receipts:	Month.	Year to date.
Railroad traffic.....	\$900,482 43	\$1,711,373 14
Canal traffic.....	2,579 77	7,776 84
Steam colliers.....	59,332 16	105,361 77
Richmond coal barges.....	20 00	14,359 14

Total Railroad Co..	\$957,214 82	\$1,838,870 89
Reading Coal & Iron Company.....	430,054 94	1,006,695 99

Total of all.....	\$1,387,269 76	\$2,845,566 88
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#### Tonnage and passengers:

Tons of coal on railroad.....	451,697 12	824,867 05
Tons of merchandise.....	262,391 09	500,508 17
Passengers carried.....	532,258	1,008,462
Coal transported by steam colliers.....	34,361 00	78,263 00
Tons of coal mined:		
By Coal and Iron Co..	208,188 17	422,235 04
By tenants.....	84,387 11	142,072 12

Total mined from lands owned and controlled by Co. & from leasehold estates.....	292,576 08	564,307 16
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	1878.	
Gross receipts:	Month.	Year to date.
Railroad traffic.....	\$610,738 81	\$1,817,203 25
Canal traffic.....	992 50	17,186 59
Steam colliers.....	62,162 24	125,766 30
Richmond coal barges.....	56 64	17,377 86

Total Railroad Co..	\$673,980 19	\$1,977,984 00
Reading Coal and Iron Co.,.....	364,134 14	1,160,003 00

Total of all.....	\$1,038,114 33	\$3,137,987 00
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#### Tonnage and passengers:

Tons of coal on railroad.....	231,323 11	879,050 14
Tons of merchandise.....	246,314 12	477,561 15
Passengers carried.....	641,600	1,063,626
Coal transported by steam colliers.....	49,662 00	97,504 00
Tons of coal mined:		
By Coal and Iron Co..	96,935 03	458,764 09
By tenants.....	36,121 06	145,086 06

Total mined from lands owned and controlled by Co. and from leasehold estates.....	133,056 09	603,850 15
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The Eastern Shore railroad was sold at public sale at Princess Anne, Somerset county, Md., on the 19th ult. pursuant to a decree of the Circuit Court of the United States for the district of Maryland, issued January 2, of this year. The railroad, together with all its buildings, rolling stock, appurtenances and franchises, was sold as an entirety, subject to the prior lien of the first mortgage bondholders, created January 27, 1860, and amounting to \$400,000, with accrued interest of some \$250,000. The road was purchased

by a committee of the bondholders for \$5, subject to the lien herein mentioned. The road is a short one, extending from Delmar to Crisfield.

#### Central Railroad of New Jersey.

The Receiver of the Central Railroad Company of New Jersey has issued to the stock and bondholders the following statement of the earnings, expenses, etc., for the year 1878, compared with the previous year:

	1878.	1877.
Passengers.....	\$1,573,015 16	\$1,530,639 74
Merchandise.....	1,361,486 48	1,283,823 61
Coal.....	2,504,681 53	2,806,864 32
Miscellaneous.....	160,342 56	132,085 84

Total.....	\$5,589,525 73	\$5,753,413 51
Expenses.....	3,286,756 28	3,268,567 04

Net earnings.....	\$2,302,769 45	\$2,484,846 47
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By the foregoing statement it appears that the income of the road from main line and branches and leased roads was \$5,589,525 73. There was an increase in passenger receipts of \$42,375 42; in merchandise freight of \$77,662 87; in miscellaneous receipts of \$18,256 72, and a decrease in coal freight of \$302,182 79 as compared with 1877.

The road and equipment have been thoroughly maintained. All expenditures for the construction of new buildings, bridges, coal trestles and piers, and for about twenty-eight miles of new steel rails laid during the year, as well as all legal and other disbursements incident to the reorganization of the company have been included in the above statement of expenses. No additions whatever have been made to construction accounts.

By the united efforts and harmonious actions of stockholders, bondholders and creditors, which the receiver desires to acknowledge, the success of the reconstruction scheme has been assured. Ten per cent on all the stock of the company has been paid by the stockholders. Two and one-half years' coupons have been funded on \$18,776,000 bonds out of a total of \$19,400,000, leaving only \$624,000 unassented.

All the "blanket" mortgage bonds, issued at the time of the receiver's appointment, amounting to \$3,300,000, have been redeemed and cancelled, and the mortgage satisfied of record.

The resources of the company will be sufficient to meet current expenses, the instalments on the extended loans, secured by collateral, and all interest payments on its bonded debt as they mature during the present year.

#### Housatonic Railroad.

From the report of this company which was presented at the annual meeting of the stockholders held at Bridgeport, Conn., on the 28th ult., we learn that the total receipts of the road for the year ending Sept. 30, 1878, were \$570,413 48, and the total expenses, \$350,472 36, leaving a balance of \$219,941 12. From this there should be deducted for taxes \$10,472 83; for rent of branch roads, \$79,682 97; coupon interest, \$35,500; interest on loans, \$12,059 48—making a total of \$137,315 28, which, deducted from the balance of receipts over operating expenses, leaves a net gain of \$82,625 84. The sum added to the former balance of \$166,030 66 to the credit of profit and loss, makes a total of \$248,656 50. From this there were paid four quarterly dividends of \$23,

600 each, leaving a balance of \$154,256 50 to the credit of profit and loss, Sept. 30, 1878. The equipment of the road consists of 19 locomotives, 25 passenger cars, 6 baggage cars, 4 mail and smoking cars, and 438 freight cars.

#### Sioux City and St. Paul Railroad.

The earnings of this road for the years ending December 31, 1877 and 1878, were:

	1877.	1878.
From freight.....	\$237,368 74	\$258,033 59
" passengers.....	71,414 90	96,406 59
" other sources.....	34,155 85	33,103 80
Total.....	\$342,939 49	\$387,543 98
Working expenses.....	227,469 04	263,804 22

Net earnings.....	\$115,470 45	\$123,739 76
Rents.....	\$22,490 00	\$19,646 09
Taxes and insurance.....	16,009 15	15,737 98
Interest, etc.....	30,411 90	36,885 39

Total charges.....	\$68,911 05	\$72,269 46
Balance.....	\$46,559 40	\$51,470 30

—showing an increase in earnings of \$44,604 49, in working expenses of \$36,335 18, and in net earnings of \$8,269 81. There is an increase in total charges of \$3,358 41, and in the balance of \$4,910 50.

During the year the land department sold 64,901.26 acres for \$414,177 17, an average of \$6 38 per acre, for which there was received \$80,812 72 in cash, \$228,876 70 in bonds, and \$109,337 88 in buyer's notes. The entire land grant was 555,000 acres, from which 209,084.68 acres have been sold. The issue of land grant bonds was \$2,800,000, and there were, in December 31, 1878, \$1,738,632 18 outstanding, the balance having been canceled from land sales. The company has \$146,565 22 in land notes on hand.

#### Pennsylvania Railroad.

The following statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for January, 1879, as compared with same month in 1878, shows

An increase in gross earnings of.....	\$147,128
An increase in expenses of.....	5,796

An increase in net earnings of.....	\$141,332
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All lines west of Pittsburg and Erie for the month of January, 1879, show a surplus over liabilities for the month of \$204,149, being a gain over the same month in 1878 of \$17,022.

#### Houston and Texas Central Railway.

The following is a comparative statement of earnings and expenses of the Houston and Texas Central Railway for the month of January, 1878 and 1879:

	1878.	1879.
Earnings.....	\$239,202 32	\$260,746 10
Expenses (including taxes).....	171,429 19	156,702 23

Net.....	\$67,773 13	\$104,043 87
Increase in gross earnings, 9 per cent.....	\$21,543 78	
Decrease in expenses, 8.59 per cent.....	14,726 96	
Increase in net earnings, 53.52 per ct.....	36,270 74	

The Secretary of State of West Virginia has issued a certificate of incorporation to the Harper's Ferry Bridge Company, for the purpose of erecting a toll bridge from Harper's Ferry across the Shenandoah river. The company has the privilege of increasing their capital stock to \$20,000.

## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	325,793	204,447	2,486,568
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,892	335,678	246,778	2,679,108
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	421,000	445,000	436,000	323,500	3,930,848
1879.....	315,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,955	129,554	1,243,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,507
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	1,543,000	1,438,000	17,752,363
1879.....	1,143,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,266	358,982	305,937	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	563,728	447,125	480,869	414,239	359,248	4,704,681
1879.....	341,075	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,007,891	1,004,194	994,864	1,138,474	1,346,003	.....	.....	.....	1,315,796	1,566,853	1,236,412	1,114,555	14,598,653
1879.....	1,044,230	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	898,065	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	.....	12,479,236
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,348	1,296,082	.....	14,113,503
Chicago, Mil. & St. Paul:													
1875.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1876.....	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1877.....	705,865	668,000	663,000	785,000	799,000	636,000	648,000	523,000	677,000	823,000	809,029	716,468	8,451,767
1879.....	592,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	331,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1879.....	135,423	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,163	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878.....	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	559,312	7,111,000
1879.....	551,154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	390,998	403,307	448,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	234,308	294,361	324,144	335,875	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,231	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,226	294,835	330,235	349,596	288,459	242,568	2,981,679
Philadelphia and Reading:													
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,821
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,773	1,227,469	1,386,199	1,166,628	793,106	12,082,556
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,238	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878.....	389,400	341,900	349,900	287,200	270,329	253,600	290,200	359,100	416,800	577,200	533,700	472,110	4,518,236
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,089	282,879	271,230	236,237	236,082	229,338	218,479	255,835	232,990	328,124	282,511	264,059	3,143,666
1877.....	240,316	232,761	277,943	264,080	227,178	171,856	193,928	302,026	321,180	347,940	312,338	255,685	3,150,477
1878.....	264,289	234,661	299,825	248,522	258,132	205,733	237,529	309,103	321,362	347,172	312,592	279,905	3,317,816
1879.....	256,519	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	73,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,732
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,300,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	113
Receiver's Bonds.....	1,300,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	100
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	109	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000.	1,234,000	7	Apr. and Oct.	Boston.	1893	104
Albany Loan.....	833,600	6	"	"	1896	....	367,200	6	"	"	1893	....	
Cohsol. M. (guar. by D. & H. Co.)	1,696,000	7	April & Oct.	"	1906	97	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	37
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	34
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	112	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	.....	100	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,935,000	7	April & Oct.	Phil. or Lond.	1900	100	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,403,900	7	"	"	1894	27	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	113
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	113
1st Mort. guar. by C., B. & Q.	388,800	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	106
Andrews & Co.:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1898 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	117
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Amm.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashtabula, Youngstown & Pitts:							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) vend. by G. atax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.	2,350,000	7	"	"	1893	....
Atchison, Topeka and Sa. to E.:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	115	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,366,000	7	April & Oct.	Boston.	1900	113	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bost.	1879	111	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,885,000	7	April & Oct.	"	1903	115	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds ( " " )	2,844,000	7	Apr. and Oct.	"	1898	116
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	....	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	110
3d Mortgage (gold) Income.....	23,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	93
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	38	2d Mortgage for \$1,600,000 ..	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	72
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	159,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	115
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	286,500	8	April & Oct.	N. Y. & Bost.	1879	104
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	117
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1882 ..	600,000	8	"	Boston.	1883	113
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
1st Mort. (Central Div.) L. G. ..	794,000	6	.....	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1884....	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage ..	3,500,000	7	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6	Jan. & July.	.....	1891	....
Loan of 1880-'80.....	578,500	6	Jan. & July.	Baltimore.	1880	101	Camden and Amboy:						
Loan of 1885-'86.....	1,710,000	6	April & Oct.	"	1885	107	Loan of 1888.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1885-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1889	103
Loan of 1870-'95 (skg.) skg fund.	9,029,352	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1872-1902 (skg.) S. F.	9,029,352	6	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,000	6	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (skg.) S. F.	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	115
1st Mort. (Tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	104
1st Mortgage (R. R.) gold guar....	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) g'd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Mooschoad Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Belleville and Snow Shoe:							2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellevue and Indiana:							1st Mort. guar. by C. B. and Q.	266,000	6	May & Nov.	New York.	1879	101
1st Mort. ass'd by C. C. O. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Bellevue and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	108	1st Mortgage (new).....	1,800,000	7	"	"	1900	109
Beloit and Madison (C. & N. W.):							Chattel Mortgage.....	209,950	6	May and Nov.	"	'92-'93	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mortgage (guar. by C. & ..	1,000,000	6	June & Dec.	New York.	1902	107	Cazenovia and Canastota:						
2d Mortgage " A. Co. and ..	499,500	6	March & Sept.	Philadelphia.	1885	106	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
3d Mortgage " Penn. R. R. Co.	744,000	6	Feb. & Aug.	"	1887	100	Cedar Falls and Minnesota:						
Big Horn Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	95,000	7	April & Oct.	New York.	1884	....
1st Mortgage.....	240,000	8	Jan. & July.	.....	1908	....	1st Mort. (W. to Man. Line)....	1,374,000	7	Jan. & July.	"	1907	....

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	106	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	101 1/2	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	107 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series ( "	2,000,000	7	" "	" "	1900	....
2d Mortgage Government's security.	1,600,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).....	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	2,500,000	8	Jan. & July.	" "	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch)....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	106 1/2	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	116	1st Mort. (La Crosse Division).	6,800,000	7	Jan. & July.	New York.	1893	110 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	112
Loan of Loh. C. & Nav. Co. (san'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer).	8	May & Nov.	" "	1874	....	
Consol. Mort. for \$25,000,000....	15,000,000	7	" "	New York.	1899	103	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	108 1/2
Central Ohio (B. and O.):							1st Mort. (Minnesota Central).	190,000	7	" "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	106 1/2	1st Mort. (St. Paul Division).	4,000,000	7	" "	" "	1902	109 1/2
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	" "	" "	1899	108 1/2
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1905-08	109 1/2	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	" "	1898	124 1/2
Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	102 1/2	2d Mort. ( "	1,316,000	7	" "	" "	1898	108 1/2
State Aid B'ds. (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	" "	1902	106 1/2
2d Mort. (Government's Subsidy).	27,855,880	6	" "	U.S. Treasury.	1905-09	....	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,785,000	6	" "	New York.	1899	103 1/2	2d Mortgage.....	600,000	7	April & Oct.	" "	1884	100 1/2
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	1883-92	99 1/2	Equipment and Bridge Bonds....	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr., Okla. & Ala.)....	500,000	8	" "	" "	1890	....	Consol. Mort. for \$35,000,000....	5,861,000	7	Jan. & July.	" "	1905	103 1/2
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	" "	1900	100	Chicago and Northwestern:						
Land Bonds (Cen. Pac. Co.) gold	8,704,000	6	" "	" "	1890	99 1/2	Preferred sinking fund (193 m.).	1,214,100	7	Feb. & Aug.	New York.	1885	108 1/2
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	May & Nov.	" "	1885	108 1/2
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	10	Funded coupons (193 m.) ..	708,600	7	May & Nov.	" "	1883	105
2d Mort., Consol. ( " ) ..	1,500,000	7	June & Dec.	" "	1891	2 1/2	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106 1/2
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	25	Green Bay Ext. (26m & 76,000 a.)	235,000	7	" "	" "	1885	106 1/2
Income and Extension Bonds.....	1,008,600	8	May & Nov.	" "	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	" "	" "	1882	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	1889	28	Elgin and State Line.....	114,500	6	Jan. & July.	" "	1878	....
Equipment Mort. ( " ) ..	1,000,000	8	" "	" "	1889	28	Mississippi River Bridge.....	168,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	20	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	116
Missisquoi R.R. ( " ) ..	500,000	7	" "	" "	1891	....	Consol. skg fund (C. & N.W.Ry.)	4,693,000	7	F. M. A. & N.	" "	1915	119
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds.....	12,348,000	7	June & Dec.	" "	1902	107 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort. ....	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar	249,000	7	" "	" "	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$26,000 p. m. gold.	2,504,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw. (C. B. & Q.):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
1st Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1895	109 1/2
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	" "	1917	112 1/2
Chesapeake and Ohio:							Chl. & Southw. (C. B. & Q.):						
1st M. (gold) skg. fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	6,426,000	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage.....	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	818,700	6	Jan. & July.	Boston.	77-96	104	1st Mort., guar. by B. & O. & M. & C.	500,000	7	Jan. & July.	Baltimore.	1900	92
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by F., W. & B.: 1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,245,000	7	May & Nov.	New York.	1880	101
Chester and Tamarac:							2d Mortgage of 1869.....	496,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	" "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115 1/2	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105	Cincinnati, Lafayette and Chi.: 1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	75
Consol. Bonds (\$200 stig. each).	4,379,750	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	110	Cincinnati and Martinsville:						
2d Mort. ( " ) ..	188,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)....	1,584,000	7	Feb. & Aug.	" "	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	112 1/2	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....	2d Mortgage " "	65,000	7	" "	" "	1889	....
Loan of 1872.....	1,913,475	7	Jan. & July.	Boston.	1896	117	Cinc., Rich. & Ft. Wayne (G. R. & I.):						
Bonds of 1875, Sinking Fund....	44												



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,380,000	8	May and Nov.	New York.	1902	106 1/2
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	110	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	116	1st Mortgage for \$22,000 p.m.....	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage .....	500,000	7	May and Nov.	" "	1888	....
Regist'd bds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	" "	1892	116	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
1st Mort. s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109 1/2	Detroit, Lansing and Northern:						
2d Mortgage ( " )	849,000	7	April & Oct.	" "	1886	109 1/2	1st Mortgage.....	1,597,000	7	Jan. & July.	Boston.	1907	111 1/2
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort. ( " )	81,000	8	May & Nov.	" "	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ( " )	1,000,000	8	" "	" "	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1903	65 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	25	2d Funded Coup. ( " )	375,734	7	May & Nov.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'96	....	2d Mort. ( " )	100,000	7	Jan. & July.	" "	1878	....
2d Mort. ( " )	344,400	7	Jan. & July.	" "	" "	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	" "	1846	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st M., s.f. ( " )	39,650	7	May & Nov.	" "	1898	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Detroit, Mon. & Tol. (L.Sb. & M.S.):						
2d Mort. ( " )	821,000	10	May & Nov.	" "	1904	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1906	111
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....	1st Mort. guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1880	101
1st Mort. (Tol. Logan's p't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	Dubuque and Sioux City:						
Income ( " )	74,024	7	" "	" "	1905	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logan's port)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage 2d division.....	586,000	7	" "	" "	1894	108
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	105	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	100	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	112
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	98
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
1st Mortgage tax free.....	3,400,000	7	Jan. & July.	N. Y. & Bost.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	'80-'85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	112	Company Bonds ( " new)	135,400	6	" "	" "	1878	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90
Cowanessque Valley:							Loan of 1867.....	.....	7	" "	" "	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	7	" "	" "	'83-'89	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	.....	6	May & Nov.	" "	1889	....
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	" "	" "	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	" "	" "	'83-'84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	" "	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,673,000	3 1/2	" "	Boston.	1906	67 1/2
2d Mortgage.....	109,500	8	" "	" "	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	" "	" "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1892	62 1/2
2d Mortgage.....	300,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	120 1/2
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	106 1/2
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	" "	" "	1883	111
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	116 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112
1st Mortgage sinking fund guar.	1,944,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch 1st mortgage...	182,800	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1884	....	Sterling Loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1876	....
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	" "	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'86-'94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,446	6	" "	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	95 1/2
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	" "	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	115
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	103 1/2
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1896	28
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Extens.)..	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, £500,000.....	2,500,000	6*	"	London.	1894	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, £200,000.....	1,000,000	5*	June & Dec.	"	1906	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
<b>Fonda, Johnston &amp; Gloversville:</b>							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	<b>Indiana and Illinois Central:</b>						
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	<b>Indiana North and South:</b>						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
<b>Fort Wayne, Muncie &amp; Cin.:</b>							<b>Indianapolis, Blooming. &amp; West:</b>						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	92	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	<b>International and Gr. Northern:</b>						
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	75
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	108 1/2	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio.</b>							1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	74
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds ( " )	1,977,000	8	Feb. & Aug.	"	1892	22
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	376,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta.	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
<b>Utman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	63
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	97 1/2	<b>Equipment Mortgage:</b>						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	85	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	110
<b>Grand River Valley (Mich. C.):</b>							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	101	<b>Iowa Falls and Sioux City:</b>						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	94	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	109
<b>Grand Trunk (Can.):</b>							<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	113 1/2
Equip'mt Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Irvington (Penn.):</b>						
Postal & Military B'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds £8,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	<b>Ithaca and Athens (Penn.):</b>						
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage gold, skg fund....	606,600	7*	Jan. & July.	New York.	1890	107
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Provincial Debenture £3,111,500	15,557,500	....	"	Ottawa.	....	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	....
<b>Great Western of Canada:</b>							1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	....
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	....
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	'77-'78	....	<b>Jacksonville, North West &amp; S. East:</b>						
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds £1,743,160...	8,715,500	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, Pennac. and Mobile:</b>						
<b>Great Western Railway of 1889:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107	2d Mortgage.....	3,000,000	8	"	"	1899	....
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	83	<b>Jamestown &amp; Frank. (L.S. &amp; M.S.):</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage.....	3,300,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenville and Columbia:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	100
1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	....	2d Mort. ( " )	84,000	7	"	"	1889	....
<b>Greenwich and Johnsonville:</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Gulf, Western Texas and Pacific:</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage (Construction)....	1,384,000	7*	Jan. & July.	"	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	<b>Jersey City and Albany:</b>						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	99 1/2	<b>Joliet and Chicago (C. &amp; Alton):</b>						
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	104 1/2
<b>Hannibal and St. Joseph:</b>							<b>Junction, Philadelphia:</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'87-'94	105	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105 1/2
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	110	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103 1/2
Fifteen years' bonds (277 m.)...	4,000,010	6	March & Sept.	"	1885	....	<b>Junction and Breakwater:</b>						
1st Mort. (Q. & Palm R. R. 15 m.)	600,010	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	113 1/2	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
General Land Mortgage (277 m.)	....	7	April & Oct.	"	1888	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95
<b>Harlem Extension:</b>							<b>Kalamazoo and Schoolcraft:</b>						



An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:													
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6	Feb. & Aug.	N. Y. & St. L.	1896	114	Louisville, Cincin. and Lexington:	\$					
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	113	Bonds to State of Kentucky:	74,519	6	Jan. & July.	New York.	Perp.	....
1st M. (3d Div. 244.66m & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. & L. & F.	1899	97	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st Mort. (1,000,000 acres).....	181,000	7	March & Sept.	N. Y. & St. L.	1891	71-76	2d Mortgage for \$1,000,000.....	578,000	8	April & Oct.	"	1900	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7	Jan. & July.	N. Y., L. & F.	1890	40	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
2d Mort. ( " ) gold.....	1,250,000	7	March & Sept.	"	1896	26	1st Mort. (Louisville & Frankft)	39,000	6	"	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. L.	1896	42	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97		1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916		Louisville and Nashville:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1888	100
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	90-95	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6	Feb. & Aug.	"	1902	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	110
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Louisville Loan.....	849,000	6	"	"	96-97	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Louisv. N. A. & St. L. Air-Line:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Macon and Augusta:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Macon and Brunswick:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Madison and Portage:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Maine Central:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	80
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		\$1,100,000 Loan, tax free.....	758,900	6	Jan. & July.	"	1898	91
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Bost.	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Bath (Androscoogin) Loan	425,000	6	"	"	1891	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Mansfield & Framing. (B.C. & F.)						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Marietta and Cincinnati:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	88
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	91
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	36
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	15
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Marietta, Pittsburg & Cleveland:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Marquette, Houghton & Ontonagon:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage (Marq. & Ont.)	1,790,000	8	Jun. & Dec.	New York.	1892	90
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Massawippi Valley (C. & P. R.):						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Maryland and Delaware:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage guaranteed, gold..	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Memphis and Charleston:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	98
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Tennessee State Loan.....	1,314,142	6	"	"	"	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Memphis and Little Rock:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Michigan Air Line (Mich. Cent.):						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	90
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Michigan Central:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage, convertible.....	550,000	8	April & Oct.	Boston.	1882	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	113
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	105
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Equipment Bonds for \$800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Michigan Lake Shore:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Mich. So. and North'n Indiana:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. assum'd by L.S. & M.S.	6,250,000	7	May & Nov.	New York.	1885	111
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		2d Mort. ....				"	1877	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Middletown, Unionv. & W. Gap:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1886	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Midland of Canada:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage sterling £335,000..	1,075,000	6	May & Nov.	London.	1896	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Midland Pacific:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage gold, tax free.....	1,100,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Midlin and Centre Co. (Pa.):						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		Milwaukee and St. Paul—						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		See Chicago, Mil. & St. Paul						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N.)	\$ 150,000	7*	Jan. & July.	New York.	1911	83 1/2	N. O., Jack. & Gt. N. (N. O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	20,000pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. gold, skg fd & tax free	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	7,250,000	8	"	"	1915	....
Mississippi Cent. (N. O. St. L. & Chi.):	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	2,825,000	8	"	"	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	2d Mort. endorsed by Louisiana.	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
2d Mortgage.....	2,000,000	8	May & Nov.	"	1886	....	New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London.	1904	....
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. for \$200,000, guar.....	6,632,900	6	May & Nov.	New York.	1883	106 1/2
Mississippi, Ouachita & Red Riv.:							Bonds for B. & N. F. stk ( " )	74,500	6	May & Nov.	"	1883	....
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	104 1/2
Mississippi and Tennessee:							Bonds for Real Estate ( " )	162,000	6	"	"	1883	103 1/2
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Bonds of 1854 renewed ( " )	2,391,300	6	June & Dec.	"	1887	108 1/2
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	2d Mort. (Hudson River) S. F.	1,794,900	7	"	"	1885	109 1/2
Mississippi Valley and Western:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	122 1/2
Missouri, Iowa and Nebraska:							1st Mort., reg'd }	9,733,333	6*	"	London.	1903	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	1st Mort. Sterling for £2,000,000	107,704	7	Jan. & July.	New York.	1881	....
Missouri, Kansas and Texas:							New York and Harlem:	10,500,000	7	May & Nov.	"	1900	123 1/2
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....	Consol. Mort. of 1872, coupon. }				"	1900	123 1/2
1st Mort. (Tebbo & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	New York Elevated:						
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	55 1/2	1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	105 1/2
First Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	N. York, Housatonic & Northern:						
Second Add. Consol. Mort.....	1,182,000	7	"	"	1906	19	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
Third Additional Consol. Mort.....	800,000	7	"	"	1906	....	New York, Kingston & Syracuse:						
Missouri River, Ft. Scott & Gulf:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	83	New York, N. Haven & Hartford:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
Mobile and Girard.							New York and New England:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	1st mortgage, new.....	400,000	7	Jan. & July.	"	1905	109 1/2
Plain bonds.....	33,500	8	"	"	1887	....	New York and Oswego Midland:						
Mobile and Montgomery:							1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	800,000	8	"	"	1900	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
Mobile and Ohio:							3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mortgage Sterling.....	5,636,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Interest bonds.....	1,524,300	8	"	"	'76-'83	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	New York, Providence & Boston:						
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	1877	....	General Mort. for \$1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118 1/2
2d Mortgage.....	1,458,858	8	March.	"	1877	....	Norfolk & Petersburg (A. M. & O.):						
Consol. Mort. for \$15,000,000.....	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
Convertible 3 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	....	1st Mortgage.....	157,000	7	"	"	1877	65
Montclair (N. Y. and O. Mid.):							2d Mortgage.....	454,000	8	"	Norfolk.	1893	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	North Carolina:						
2d Mortgage.....	780,000	7	.....	"	....	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
Income Mortgage.....	888,400	7	.....	"	....	....	North Eastern (S. Car.):						
Montgomery and Erie (Erie):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1890	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	2d Mortgage.....	282,500	8	"	"	1899	....
2d ".....	47,000	7	April & Oct.	"	1887	....	North Missouri (St. L., K. C. & N.):						
Montgomery and Eufaula:							1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1896	110
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Pennsylvania:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108 1/2
Monticello and Port Jervis:							2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	119 1/2
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	110 1/2
Morris and Essex (D. L. & W.):							North Shore (Flush., N. S. & Cent):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	121 1/2	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	107 1/2	Northern Central:						
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	85	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	86	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	106 1/2
Gen'l M. (1st on Boonton Br. gr.)	4,991,000	7	April & Oct.	"	1901	105	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	106 1/2
Special Mortgage.....	1,025,000	7	.....	"	....	....	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	99 1/2
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	95	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Nashville, Chattanooga & St. Louis:							Consol. Gen. Mort. S. F. Coup.	2,388,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	Consol. General Mort. Coupon.	1,635,000	6*	"	"	1894	....
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	'81-'91	....	Second General Mort. coupon.....	3,000,000	5	"	Baltimore.	1922	55
New Mortgage.....	4,700,000	7	"	"	1913	98 1/2	Second General Mort. coupon.....	1,000,000	6	"	"	1920	....
Nashville and Decatur (L. & Nash.):							Northern New Jersey (Erie):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	108	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
2d Mortgage gold.....	200,000	6*	April & Oct.	Nashville.	1887	....	Northern Pacific:						
Nashua and Lowell.							1st Mort. on R. R. & lands gold..	4,000,000	7.3*	Jan. & July.	New York.	1900	85 1/2
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103 1/2	Northwestern Virginia:						
Newark & New York (C. of N. J.):							3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northwestern Union (C. & N. W.):						
Newark, Somerset & Straitville:							1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917	....
1st Mortgage gold.....	880,000	7*	May & Nov.	New York.	1889	98	Norwich & Worcester (B. H. & E.):						
New Bedford:							1st Mort. Mass. Loan, skg. fd...	400,000	*	Jan. & July.	Boston.	1877	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Construction Bonds.....	400,000	*	March & Sept.	"	1897	....
New Issue for \$380,000.....	400,000	7	"	"	1894	105	Nyack and Northern:						
New Haven and Derby:							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Ogdensburg and Lake Champlain:						
New H., Middlet'n & Willimant:							Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 1/2
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Sinking Fund Bonds.....	394,000	8	March & Sept.	"	1890	99
New Haven and Northampton:							Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	111 1



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittab., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	85	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	102 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	106
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	53
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	113 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	....
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	102 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	125 1/2
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	121 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville:							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	105 1/2	2d Mortgage (Series M).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	106 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	116
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Constructive bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittab. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	104 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stig £597,800.	2,905,368	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights. (U. C. of N.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	249,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	Jan. & July.	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	111	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1906	102	Port Royal (S. C.):						
State lien for \$7,500,000, skg f'd	4,572,110	5	April & Oct.	Philadelphia.	177-90	....	1st Mortgage gold, skg f'd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by G. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	75 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							78,000	7	" "	" "	....	....	
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	118	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val. (C. R. L. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	93 1/2
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	111 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	179-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 38 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,783,500	7	May and Nov.	" "	1921	110
1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	.....	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penna.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	110	Virginia State guar. bonds.....	167,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	107	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	109 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 6				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,600	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,600	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" "	"	1900	....	2d Mort. " " " " " "	200,000	7	" "	"	1889	....
Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	111	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	83	Sterling Mort., guar. by L. & N.	21,038,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1884	46	1st Mortgage gold, assumed....	7,194,500	6*	Jan. & July.	New York.	1888	95
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	102
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	111	South Side, Va. (A., M. and O.):						
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	65	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	107
1st Mort. L.G. (Arkansas Brh)	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	" "	"	'84-'90	79
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	"	1897	....	3d preferred bonds.....	452,800	6	" "	"	'84-'90	66
Consolidated Mortgage.....	1,500,000	7	" "	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. I.						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1895	102	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	1900	20
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga):						
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	61	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000..	4,959,142	2*	" "	"	1906	83	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	356,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. ( do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois R. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. ( do. ) R.R. & Lands.	8,500,000	7*	" "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	" "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	95
Sectional Mort.....	318,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" "	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Susquehanna, Bridge & Erie June. (E.):						
Funded Interest bonds, guar....	111,800	7	" "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N. Y. (DL & W):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	2d Mortgage (now 1st).....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							1st Consol. Mortgage.....	270,000	7	June & Dec.	"	1887	106
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort., gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tobo and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000....	516,000	7	" "	"	1894	....
Selma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile....	3,552,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	97
Selma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1905	62
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	20
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	96
Shamokin Valley & Pottav. (N. O.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	95
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	100	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	25
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000</					



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103 1/2
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	103
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	" " "	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	" " "	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	" " "	"	1890	108
3d Mortgage.....	660,000	7	May and Nov.	" " "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	69 1/2
Convertible Bonds.....	648,000	7	" " "	" " "	1882	....	3d Mortgage endor. by Balt....	875,000	6	" " "	"	1900	110
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	103 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	100
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	99 1/2
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,251,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	109 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	" " "	1887	114 1/2	1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	114 1/2	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	6	March & Sept.	New York.	1894	114 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling..	2,225,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subeidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	107 1/2
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	88	1st Mort. (Southern Extension).	640,000	7 1/2	" " "	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	109	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	19
Sterling Loan \$369,200 (U. Co's)	1,846,000	5 1/2	" " "	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ( " )	1,800,000	6 1/2	" " "	" " "	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	" " "	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3ond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A. M.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,900,000	7	June & Dec.	Baltimore.	1900	23 1/2
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	103 1/2	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	103 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis..	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	101
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
Bonds of 1871 (2d issue).....	575,000	7	" " "	" " "	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	101
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7 1/2	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,000	7 1/2	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" " "	" " "	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" " "	" " "	1886	107	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
2d series (blue).....	380,000	7	" " "	" " "	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99 1/2
Mortgage 3d series (black).....	138,000	7	" " "	" " "	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" " "	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	" " "	1880	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	43
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. O. & N.):						
3d Mortgage.....	990,000	6	" " "	" " "	1884	90 1/2	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	98
5th Mortgage.....	959,000	6	March & Sept.	" " "	1900	103	Delaware and Hudson:						
Registered Certificates.....	94,111	8	Jan. and July.	" " "	1875	....	1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	99
Funded Interest.....	226,900	8	" " "	" " "	1880	....	reg. { 3d series, Jan. 1, 1871	5,000,000	7	" " "	"	1891	99
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	101 1/2
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" " "	1900	106	Convertible Debentures.....	41,550	6	" " "	"	1882	....
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	96
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	1st Mortgage, registered.....	5,381,953	6	J. A. J. & O.	"	1884	106 1/2
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	107
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold....	4,668,500	6 1/2	June & Dec.	"	1897	95 1/2
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	" " "	"	1911	70
1st Mortgage.....	150,000	6 1/2	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	50	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	" " "	" " "	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	" " "	1873	91	Morris and Banking:						
2d Mort. ( " )	1,200,000	6	Jan. and July.	" " "	1875	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
3d Mort. ( " )	600,000	8	May and Nov.	" " "	1873	39	Boat Loan, sinking fund.....	226,965	7	Apr. and Oct.	"	1899	100 1/2
4th Mort. ( " )	700,000	8	March & Sept.	" " "	1880	15	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	" " "	" " "	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr.										



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**Rolling Stock** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." The State and Land Grant Railroads are distinguished by a "u."

[illegible]



Dec. 31, 1876		1876		1875		1874		1873		1872		1871		1870		1869		1868		1867		1866		1865		1864		1863		1862		1861		1860		1859		1858		1857		1856		1855		1854		1853		1852		1851		1850		1849		1848		1847		1846		1845		1844		1843		1842		1841		1840		1839		1838		1837		1836		1835		1834		1833		1832		1831		1830		1829		1828		1827		1826		1825		1824		1823		1822		1821		1820		1819		1818		1817		1816		1815		1814		1813		1812		1811		1810		1809		1808		1807		1806		1805		1804		1803		1802		1801		1800		1799		1798		1797		1796		1795		1794		1793		1792		1791		1790		1789		1788		1787		1786		1785		1784		1783		1782		1781		1780		1779		1778		1777		1776		1775		1774		1773		1772		1771		1770		1769		1768		1767		1766		1765		1764		1763		1762		1761		1760		1759		1758		1757		1756		1755		1754		1753		1752		1751		1750		1749		1748		1747		1746		1745		1744		1743		1742		1741		1740		1739		1738		1737		1736		1735		1734		1733		1732		1731		1730		1729		1728		1727		1726		1725		1724		1723		1722		1721		1720		1719		1718		1717		1716		1715		1714		1713		1712		1711		1710		1709		1708		1707		1706		1705		1704		1703		1702		1701		1700		1699		1698		1697		1696		1695		1694		1693		1692		1691		1690		1689		1688		1687		1686		1685		1684		1683		1682		1681		1680		1679		1678		1677		1676		1675		1674		1673		1672		1671		1670		1669		1668		1667		1666		1665		1664		1663		1662		1661		1660		1659		1658		1657		1656		1655		1654		1653		1652		1651		1650		1649		1648		1647		1646		1645		1644		1643		1642		1641		1640		1639		1638		1637		1636		1635		1634		1633		1632		1631		1630		1629		1628		1627		1626		1625		1624		1623		1622		1621		1620		1619		1618		1617		1616		1615		1614		1613		1612		1611		1610		1609		1608		1607		1606		1605		1604		1603		1602		1601		1600		1599		1598		1597		1596		1595		1594		1593		1592		1591		1590		1589		1588		1587		1586		1585		1584		1583		1582		1581		1580		1579		1578		1577		1576		1575		1574		1573		1572		1571		1570		1569		1568		1567		1566		1565		1564		1563		1562		1561		1560		1559		1558		1557		1556		1555		1554		1553		1552		1551		1550		1549		1548		1547		1546		1545		1544		1543		1542		1541		1540		1539		1538		1537		1536		1535		1534		1533		1532		1531		1530		1529		1528		1527		1526		1525		1524		1523		1522		1521		1520		1519		1518		1517		1516		1515		1514		1513		1512		1511		1510		1509		1508		1507		1506		1505		1504		1503		1502		1501		1500		1499		1498		1497		1496		1495		1494		1493		1492		1491		1490		1489		1488		1487		1486		1485		1484		1483		1482		1481		1480		1479		1478		1477		1476		1475		1474		1473		1472		1471		1470		1469		1468		1467		1466		1465		1464		1463		1462		1461		1460		1459		1458		1457		1456		1455		1454		1453		1452		1451		1450		1449		1448		1447		1446		1445		1444		1443		1442		1441		1440		1439		1438		1437		1436		1435		1434		1433		1432		1431		1430		1429		1428		1427		1426		1425		1424		1423
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

The asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in the column headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.					
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividend.	Par.	P. C.
Dec. 31, 1876	76.7	96.5	4.8	505	304	97	11,998	Elmira and Winoport (N. Y.)	352,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	100.0	120.0	6.0	29	6	1	1,143.8	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	81.0	10.2	10.2	29	6	1	1,143.8	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	205.0	23.0	18.0	10.2	29	6	1,143.8	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Aug. 31, 1876	109.0	23.0	18.0	10.2	29	6	1,143.8	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
June 30, 1876	65.3	6.1	0.7	0.7	21	4	301	Elmira and Winoport (N. Y.)	7,700	68,821	68,821	68,821	68,821	68,821	68,821	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	12.7	0.7	0.7	0.7	21	4	301	Elmira and Winoport (N. Y.)	7,700	68,821	68,821	68,821	68,821	68,821	68,821	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	233.0	30.7	61.6	61.6	43	11	714	Elmira and Winoport (N. Y.)	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	10.0	17.8	17.1	17.1	6	3	279	Elmira and Winoport (N. Y.)	7,700	68,821	68,821	68,821	68,821	68,821	68,821	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	35.4	17.8	7.3	7.3	10	6	279	Elmira and Winoport (N. Y.)	7,700	68,821	68,821	68,821	68,821	68,821	68,821	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	28.1	4.9	1.0	1.0	1	1	29	Elmira and Winoport (N. Y.)	662,997	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	81.0	20.0	8.9	8.9	6	3	147	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	75.6	20.0	8.9	8.9	6	3	147	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	10.0	20.0	8.9	8.9	6	3	147	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	75.6	20.0	8.9	8.9	6	3	147	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.5	8.0	1.0	1.0	1	1	368	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.5	8.0	1.0	1.0	1	1	368	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	33.21	26.0	29.4	29.4	38	22	10	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	33.21	26.0	29.4	29.4	38	22	10	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	46.0	29.0	4.3	4.3	43	24	84	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	46.0	29.0	4.3	4.3	43	24	84	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	229.4	29.4	29.4	29.4	216	102	45	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	229.4	29.4	29.4	29.4	216	102	45	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	8.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	8.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	21.6	20.0	0.5	0.5	70	61	62	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	21.6	20.0	0.5	0.5	70	61	62	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	3.0	2.5	0.3	0.3	2	6	6	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	3.0	2.5	0.3	0.3	2	6	6	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Dec. 31, 1876	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50	50		
Sept. 30, 1877	11.0	1.0	0.3	0.3	1	1	1	Elmira and Winoport (N. Y.)	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	1,143.8	76.7	614,789	68,821	633,316	92,216	50	50			



1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	325
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Dec. 31, 1875	58.0	21.4	5.0	146	St. Louis, Keokuk and Northwestern Mo.	2,550,000	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jan. 31, 1876	58.0	21.4	5.0	147	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Feb. 31, 1876	58.0	21.4	5.0	148	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Mar. 31, 1876	58.0	21.4	5.0	149	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Apr. 31, 1876	58.0	21.4	5.0	150	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
May 31, 1876	58.0	21.4	5.0	151	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jun. 31, 1876	58.0	21.4	5.0	152	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jul. 31, 1876	58.0	21.4	5.0	153	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Aug. 31, 1876	58.0	21.4	5.0	154	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Sept. 31, 1876	58.0	21.4	5.0	155	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Oct. 31, 1876	58.0	21.4	5.0	156	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Nov. 31, 1876	58.0	21.4	5.0	157	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Dec. 31, 1876	58.0	21.4	5.0	158	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jan. 31, 1877	58.0	21.4	5.0	159	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Feb. 31, 1877	58.0	21.4	5.0	160	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Mar. 31, 1877	58.0	21.4	5.0	161	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Apr. 31, 1877	58.0	21.4	5.0	162	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
May 31, 1877	58.0	21.4	5.0	163	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jun. 31, 1877	58.0	21.4	5.0	164	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jul. 31, 1877	58.0	21.4	5.0	165	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Aug. 31, 1877	58.0	21.4	5.0	166	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Sept. 31, 1877	58.0	21.4	5.0	167	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Oct. 31, 1877	58.0	21.4	5.0	168	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Nov. 31, 1877	58.0	21.4	5.0	169	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Dec. 31, 1877	58.0	21.4	5.0	170	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jan. 31, 1878	58.0	21.4	5.0	171	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Feb. 31, 1878	58.0	21.4	5.0	172	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Mar. 31, 1878	58.0	21.4	5.0	173	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Apr. 31, 1878	58.0	21.4	5.0	174	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
May 31, 1878	58.0	21.4	5.0	175	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jun. 31, 1878	58.0	21.4	5.0	176	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jul. 31, 1878	58.0	21.4	5.0	177	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Aug. 31, 1878	58.0	21.4	5.0	178	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Sept. 31, 1878	58.0	21.4	5.0	179	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Oct. 31, 1878	58.0	21.4	5.0	180	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Nov. 31, 1878	58.0	21.4	5.0	181	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Dec. 31, 1878	58.0	21.4	5.0	182	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jan. 31, 1879	58.0	21.4	5.0	183	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Feb. 31, 1879	58.0	21.4	5.0	184	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Mar. 31, 1879	58.0	21.4	5.0	185	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Apr. 31, 1879	58.0	21.4	5.0	186	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
May 31, 1879	58.0	21.4	5.0	187	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jun. 31, 1879	58.0	21.4	5.0	188	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jul. 31, 1879	58.0	21.4	5.0	189	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Aug. 31, 1879	58.0	21.4	5.0	190	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Sept. 31, 1879	58.0	21.4	5.0	191	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Oct. 31, 1879	58.0	21.4	5.0	192	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Nov. 31, 1879	58.0	21.4	5.0	193	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Dec. 31, 1879	58.0	21.4	5.0	194	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Jan. 31, 1880	58.0	21.4	5.0	195	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Feb. 31, 1880	58.0	21.4	5.0	196	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Mar. 31, 1880	58.0	21.4	5.0	197	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
Apr. 31, 1880	58.0	21.4	5.0	198	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,628	684,435	4,322,578	9,000,000	85.0	74,218	31,163	100
May 31, 1880	58.0	21.4	5.0	199	St. Louis, Keokuk and Northwestern Mo.	1,411,100	141,838	23,692	985	1,750,000	800,000	142,							



## Lively Stock Operations.

The current of recent events has given great impetus to business in Wall street, and many successful turns are reported where immense profits are made in short periods. The most successful way that we have heard of yet for operating in stocks is by the Combination Method of Messrs. Lawrence & Co., Bankers, New York. By this system thousands of orders in various sums are pooled into one vast capital and operated under the most experienced and skillful management, thus securing to each shareholder superior advantages and profits, not possible in any other way. Profits are paid at end of 30 days. J. Jones, of Boston, made \$747 30 on an investment of \$100. Many others are doing as well or better. Capital in any amount from \$10 to \$100,000 can be used with equal proportionate success by this Combination or Co-operative Method. \$15 would make \$75, or 5 per cent on the stock; \$100 would return \$900, or 9 per cent during the month, and so on, according to the market. The new circular contains "two unerring rules for success" and full information, so that any one can operate with profit. Stocks and bonds wanted. Deposits received. Government bonds supplied. Apply to Lawrence & Co., Bankers, 57 Exchange Place, N. Y. City.

## Statement of the Public Debt of the United States, February 1, 1879.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$290,000 00	\$1,083 33
6 per cent. 1881 bonds, 1861..	18,415,000 00	92,075 00
6 per cent. bonds, 1881 (Oregon), 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	946,606 75
6 per cent. 1881 bonds, 1863..	76,000,000 00	375,000 00
6 per cent. 10-40 bonds, 1864..	194,566,300 00	4,953,464 53
6 per cent. consols, 1865.....	26,085,550 00	130,427 75
6 per cent. consols, 1867.....	302,804,800 00	1,548,034 00
6 per cent. consols, 1868.....	37,465,300 00	187,826 50
6 per cent. funded loan of 1881	508,440,350 00	6,355,104 37
4 per cent. funded loan of 1891	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1907	330,700,000 00	1,102,338 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00

Aggregate of debt bearing interest.....\$1,954,805,650 00 \$16,706,580 61  
Interest due and unpaid.....5,989,288 87

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	414,700 00	380 08
6 per cent. 5-20 bonds, called June, 1864.....	85,700 00	363 93
6 per cent. 5-20 bonds, called 1866.....	203,350 00	62,019 75
6 per cent. Consol. bonds, called, 1865.....	5,169,000 00	119,296 53
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,700 00	1,141 30
5 per cent. 1 year notes, 1863.....	50,035 00	2,513 55
6 per cent. 2 year notes, 1863.....	38,250 00	2,038 15
6 per cent. compound interest notes, 1863-64.....	265,190 00	63,714 61
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	150,000 00	6,665 39
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$6,608,080 26 \$320,422 89

DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes 1861-62.....	\$62,015 00	.....
Legal tender notes, 1862-63.....	346,681,016 00	.....
Certificates of deposit.....	4,940,000 00	.....
Fractional currency, 1862-64.....	16,027,495 73	.....
Coin certificates, 1863.....	11,628,700 00	.....
Silver certificates.....	2,471,180 00	.....
Unclaimed interest.....	.....	8,197 03

Aggregate of debt bearing no interest.....\$423,903,406 73 \$8,197 03

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$556,839,000 00	.....
Bonds at 5 per cent.....	703,263,650 00	.....
Bonds at 4 1/2 per cent.....	250,000,000 00	.....
Bonds at 4 per cent.....	330,700,000 00	.....
Navy pension fund, 3 per cent.	14,000,000 00	.....
	\$1,954,805,650 00	\$22,695,869 48
Debt on which interest has ceased since maturity.....	6,608,080 26	320,422 89
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,743,031 00	.....
Certificates of deposit.....	40,940,000 00	.....
Fractional currency.....	16,027,495 73	.....
Coin and Silver Certificates.....	26,027,890 00	.....
	\$423,903,406 73	8,197 03
Unclaimed interest.....	.....	8,197 03
	\$2,385,322,136 99	\$23,023,689 40

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,408,346,826 39

## AMOUNT IN TREASURY.

Interest due and unpaid.....	\$5,989,288 87
Debt on which interest has ceased.....	6,608,080 26
Interest thereon.....	320,422 89
Gold and silver certificates.....	20,197,880 00
U. S. Notes held for redemption of certificates of deposit.....	40,940,000 00
Currency held for redemption of fractional currency.....	8,500,824 00
Called bonds not matured for which 4 per cent bonds have been issued.....	157,161,957 00
Cash balance available February 1, 1879.....	142,672,049 94
	\$352,450,696 96
Debt, less amount in Treasury, Feb. 1, 1879.....	\$2,025,896,130 43
Debt, less amount in Treasury, on the 1st ult.....	2,028,645,111 09

Decrease of debt during the past month.....\$2,751,980 66  
Decrease of debt since June 30, 1878.....9,890,711 39

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$129,425 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.....	27,236,512 00	156,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	\$64,623,512 00	\$323,117 56

Interest paid by United States, \$41,773,745 22; interest repaid by transportation of mails, &c., \$10,657,023 13; balance of interest paid by United States, \$31,116,717 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1879.

JOHN SHERMAN,  
Secretary of the Treasury.

## Redemption of Five-Twenty Bonds.

The Secretary of the Treasury issued on the 24th ult. the ninetieth call for the redemption of 5-20 bonds of 1865—consols of 1867. The call is for \$20,000,000, of which \$13,000,000 are coupons and \$7,000,000 registered bonds. The principal and interest will be paid at the Treasury on and after the 24th day of May next, and the interest will cease on that day. Following are description of the bonds:

Coupon bonds dated July 1, 1867, namely; \$50, No. 90,001 to No. 100,000, both inclusive; \$100, No. 160,001 to No. 180,000, both inclusive; \$500, No. 98,001 to No. 100,000, both inclusive; \$1,000, No. 158,001 to No. 178,000, both inclusive; total coupon, \$13,000,000.

Registered bonds, redeemable at the pleasure of the United States after the first day of July: 1872, as follows: \$50, No. 3,221 to No. 3,240, both inclusive; \$100, No. 23,501 to No. 23,620, both inclusive; \$500, No. 11,451 to No. 11,520, both inclusive; \$1,000, No. 44,201 to No. 44,400, both inclusive; \$5,000, No. 14,001 to No. 14,350, both inclusive; \$10,000, No. 25,801 to No. 26,950, both inclusive; total registered, \$7,000,000; aggregate, \$20,000,000.

## Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 25.

	W. 19. Th. 20. F. 21. Sat. 22. M. 23. Tu. 25.
Allegheny Val. 7 3-10s.....	112 1/2
7s, Income.....	27
Camden & Am. 6s, 1868.....	103 1/2
6s, 1869.....	111
Mort. 6s, 1869.....	111
Camden and Atlantic.....	40
Preferred.....	107
1st mortgage.....	107
2d mortgage.....	107
Catawissa.....	107
Preferred.....	109
New preferred.....	109
7s, new.....	110
Del. & Bound Brook.....	110
7s.....	104
Elmira & Williamsport.....	104
Preferred.....	24
Hunt. & B. Top Mt.....	35 1/2
Preferred.....	35 1/2
2d mortgage.....	15 1/2
Lehigh Navigation.....	15 1/2
6s, 1884.....	106 1/2
Gold Loan.....	107
Railroad Loan.....	107
Conv. Gold Loan.....	35 1/2
Lehigh Valley.....	35 1/2
6s, new, coupon.....	112 1/2
6s, new, registered.....	102
7s.....	37
Consol. mort. 6s.....	48 1/2
Little Schuylkill.....	108 1/2
Minehill & Sch. Haven.....	108 1/2
North Pennsylvania.....	108 1/2
1st mortgage 6s.....	108 1/2
2d mortgage 7s.....	119 1/2
Gen'l mort. 7s, coup.....	14
Gen'l Mort. 7s, reg.....	35 1/2
Northern Central.....	35 1/2
Pennsylvania R. R. ....	35 1/2
1st mortgage.....	104 1/2
Gen'l mortgage.....	104 1/2
Gen'l mort. reg.....	104 1/2
Consol. mort. 6s.....	118
Penn. & N. Y. Canal 7s.....	104 1/2
Penn. State 6s, 2d series 104 1/2	109 1/2
do. 3d series.....	113 1/2
do. 6s, new.....	118 1/2
Philadelphia City, 6s.....	118 1/2
6s, new.....	13 1/2
Phila. and Reading.....	13 1/2
Debenture bonds.....	53
7s, of 1863.....	104
7s, new convertible.....	104
Gen'l mortgage 7s.....	104
Gen'l mortgage, reg.....	104
Philadelphia and Erie.....	104
1st mortgage, 6s.....	104
2d mortgage, 7s.....	104
Pittsb., Cin. & St. L. 7s 103 1/2	103 1/2
Pittsb., Titusv. & Buff.....	5
7s.....	5
Schuylkill Navigation.....	5
Preferred.....	5
6s, 1872.....	60
6s, 1882.....	137
6s, 1895.....	11 1/2
United Co. of N. Jersey.....	11 1/2
Hestonville, (Horse) 11 1/2	12 1/2
Chestnut & Wal. (do.).....	53
Germantown (do.).....	53
Green and Conter (do.).....	53
Lombard & 8th (do.).....	45 1/2
2d and 3d streets (do.).....	45 1/2
Spruce and Pine (do.).....	45 1/2
15th and 15th sts (do.).....	45 1/2

## Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 25.

	W. 19. Th. 20. F. 21. Sat. 22. M. 23. Tu. 25.
Baltimore and Ohio.....	96
6s, 1880.....	95 1/2
6s, 1885.....	95 1/2
Central Ohio.....	106 1/2
1st mortgage.....	104
Marietta & Cincinnati.....	91 1/2
1st mortgage, 7s.....	14 1/2
2d mortgage, 7s.....	15
3d mortgage, 8s.....	15
Northern Central.....	106
2d mortgage, 6s 1885.....	99 1/2
3d mortgage, 6s, 1900.....	100
6s, 1900, Gold.....	91
Orange and Alex. 1st.....	47 1/2
2d mortgage, 6s.....	48 1/2
3d mortgage, 8s.....	55 1/2
4th mortgage, 8s.....	55 1/2
O. Alex. & Manassas 7s 47 1/2	55 1/2
Pittsb. & Connelley 7s 10 1/2	55 1/2
Virginia 6s, Consol.....	77 1/2
Consol. Coupons.....	77 1/2
Deferred Certificates.....	77 1/2
Western Maryland.....	77 1/2
1st M., end. by Balt.....	77 1/2
2d M., do.....	77 1/2
3d M., do.....	77 1/2
1st M., unendorsed.....	77 1/2
2d M., end. Wash. Co.....	77 1/2
3d M., preferred.....	77 1/2
City Passenger R. R.....	77 1/2



## New York Stock Exchange.

Closing Prices for the week ending Feb. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Adams Express.....	103	107	107	107	107	107
Albany and Susq.....	85	85	85	85	85	85
1st mortgage.....	85	85	85	85	85	85
2d mortgage.....	85	85	85	85	85	85
American Express.....	49	49	49	49	49	49
Atlantic & Pacific Tel. 37	37	37	37	37	37	37
Burl. C. & N. 31	31	31	31	31	31	31
1st mortgage 31	31	31	31	31	31	31
Canada Southern.....	57	57	57	57	57	57
1st mortgage guar.....	80	80	80	80	80	80
Central of N. Jersey.....	44	45	43	43	43	43
1st mortgage 1890.....	103	103	103	103	103	103
7s, consolidated.....	103	103	103	103	103	103
7s, convertible.....	103	103	103	103	103	103
Central Pacific 6s, gold 100	100	100	100	100	100	100
1st M. (San Joaquin) 100	100	100	100	100	100	100
1st M. (Cal. and Or.) 99	99	99	99	99	99	99
Land grant 6s.....	103	103	103	103	103	103
Chicago and Alton.....	84	84	84	84	84	84
Preferred.....	84	84	84	84	84	84
1st mortgage.....	118	118	118	118	118	118
Sinking Fund.....	103	103	103	103	103	103
Chic. Burl. & Quincy 121	121	121	121	121	121	121
7s Consol. 1903.....	118	118	118	118	118	118
8s, 1893.....	118	118	118	118	118	118
Chic. & Milwaukee 1st.....	118	118	118	118	118	118
Chic. Mil. and St. Paul 40	40	40	40	40	40	40
Preferred.....	83	83	83	83	83	83
1st mortgage 8s.....	126	126	126	126	126	126
2d mortgage, 7 3-10s 102	102	102	102	102	102	102
7s, gold.....	109	109	109	109	109	109
1st M. (La Crosse div. 110	110	110	110	110	110	110
1st M. (I. and M. div.).....	108	108	108	108	108	108
1st M. (I. and D. div.) 108	108	108	108	108	108	108
1st M. (H. & D. div.).....	112	112	112	112	112	112
1st M. (C. & M. div.) 110	110	110	110	110	110	110
Consolidated S. F. 103	103	103	103	103	103	103
Chic. & Northwestern 6s	60	60	60	60	60	60
Preferred.....	90	90	90	90	90	90
1st mortgage.....	108	108	108	108	108	108
Sinking Fund.....	108	108	108	108	108	108
Consolidated 7s.....	119	119	119	119	119	119
Consol. Gold bonds 108	107	107	107	107	107	107
Do. reg.....	107	107	107	107	107	107
Chic. Rock Isl. & Pac. 133	133	133	133	133	133	133
7s, 1896.....	133	133	133	133	133	133
6s, S. F. 112	112	112	112	112	112	112
6s, 1917.....	112	112	112	112	112	112
Olev. Col. C. and Ind. 45	45	45	45	45	45	45
1st mortgage.....	93	93	93	93	93	93
Olev. & Pittsburg guar. 93	93	93	93	93	93	93
7s, Consolidated.....	103	103	103	103	103	103
4th mortgage.....	103	103	103	103	103	103
Olev. P. and Ash. 7s.....	103	103	103	103	103	103
7s, new.....	57	57	57	57	57	57
Col. Chl. & Ind. Cent. 54	54	54	54	54	54	54
1st mortgage.....	64	64	64	64	64	64
2d mortgage.....	28	28	28	28	28	28
Del. & Hudson Canal. 43	43	43	43	43	43	43
Reg. 7s, 1891.....	99	99	99	99	99	99
Reg. 7s, 1884.....	99	99	99	99	99	99
7s, 1894.....	102	102	102	102	102	102
Del. Lack. & Western 53	53	53	53	53	53	53
2d mortgage 7s.....	109	109	109	109	109	109
7s, Convertible.....	109	109	109	109	109	109
7s, Consol. 1907.....	26	27	27	26	25	25
Erie Railway.....	48	48	48	48	47	47
Preferred.....	120	120	120	120	120	120
1st mortgage.....	120	120	120	120	120	120
2d mortgage.....	106	106	106	106	106	106
4th mortgage.....	106	106	106	106	106	106
5th mortgage.....	106	106	106	106	106	106
Great Western 1st mort. 83	83	83	83	83	83	83
2d mortgage.....	15	15	15	15	15	15
Hannibal & St. Joseph 11	11	11	11	11	11	11
Preferred.....	43	43	43	43	43	43
5s, Convertible.....	110	110	110	110	110	110
Illinois Central.....	83	83	83	83	83	83
Kansas Pacific.....	21	20	16	17	17	17
Lake Shore & Mich. So. 71	71	71	71	71	71	71
Consol. 7s.....	117	117	117	117	117	117
Consol. 7s, reg.....	117	117	117	117	117	117
2d Consolidated.....	116	116	116	116	116	116
Lake Shore Div. bonds.....	116	116	116	116	116	116
Leh. & W.B. 7s, Con.....	116	116	116	116	116	116
Long Dock bonds.....	116	116	116	116	116	116
L'ville & Nash. 7s Cons 110	110	110	110	110	110	110
Metropolitan El. 1st M. 97	97	97	97	97	97	97
Michigan Central.....	87	88	87	88	87	87
7s, 1902.....	113	113	113	113	113	113
8s, 1882, S. F. 83	83	83	83	83	83	83
M. S. and N. I. 1st, S. F. 85	85	85	85	85	85	85
Morris and Essex.....	85	85	85	85	85	85
1st mortgage.....	121	121	121	121	121	121
2d mortgage.....	121	121	121	121	121	121
7s of 1871.....	85	85	85	85	85	85
7s, Convertible.....	85	85	85	85	85	85
7s, Consolidated.....	95	95	95	95	95	95
N. Y. Cent. & Hud. Riv 117	117	117	117	117	117	117
7s, Sinking fund, 1876.....	108	108	108	108	108	108
6s, Sinking fund, 1883.....	108	108	108	108	108	108
6s, Sinking fund, 1887.....	122	122	122	122	122	122
1st mortgage.....	140	140	140	140	140	140
1st mortgage reg.....	105	105	105	105	105	105
N. Y. Elevated.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
N. York and Harlem.....	105	105	105	105	105	105
Preferred.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
1 mortgage, reg.....	122	122	122	122	122	122

## New York Stock Exchange.

Closing Prices for the week ending Feb. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
New Jersey.....	158	158	158	158	158	158
N. Y., N. Haven & Hart 158	158	158	158	158	158	158
North Missouri 1st M. 110	110	110	110	110	110	110
Ohio and Mississippi 12	12	12	12	12	12	12
Preferred.....	39	38	37	37	36	36
2d mortgage.....	93	93	93	93	93	93
Consolidated 7s.....	111	111	111	111	111	111
Consol. Sinking fund.....	111	111	111	111	111	111
Pacific Mail S. S. Co. 14	14	14	14	14	14	14
Pacific R. R. of Mo.....	14	14	14	14	14	14
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106
Panama.....	134	134	134	134	134	134
Pitta. F. W. & Chi. 107	107	107	107	107	107	107
1st mortgage.....	121	121	121	121	121	121
2d mortgage.....	121	121	121	121	121	121
3d mortgage.....	121	121	121	121	121	121
Pullman Palace Car.....	121	121	121	121	121	121
Quicksilver Mining Co.....	121	121	121	121	121	121
Preferred.....	33	33	33	33	33	33
St. L., Alton and T. H. 3	3	3	3	3	3	3
Preferred.....	9	9	9	9	9	9
1st mortgage.....	83	83	83	83	83	83
2d mort. preferred.....	83	83	83	83	83	83
Income bonds.....	15	15	15	15	15	15
St. L., Iron Mt. & S' thn 104	104	104	104	104	104	104
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
St. L., Jack. & Chi. 1st 110	110	110	110	110	110	110
St. L., Kan. City & N. 8	8	8	8	8	8	8
Preferred.....	37	37	37	37	37	37
Tol., P. & W. 1st E. D. 79	79	79	79	79	79	79
1st mort., West. Div. 78	78	78	78	78	78	78
Union Pacific.....	109	109	109	109	109	109
1st mortgage.....	114	114	114	114	114	114
Land Grant 7s.....	114	114	114	114	114	114
Sinking Fund 8s.....	114	114	114	114	114	114
United States Express.....	47	47	47	47	47	47
Wabash.....	22	22	22	22	22	22
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	82	82	82	82	82	82
7s, Consolidated.....	91	91	91	91	91	91
St. Louis Division.....	91	91	91	91	91	91
St. Louis & N. E. 91	91	91	91	91	91	91
Wellington Express.....	98	98	98	98	98	98
Western Pacific bonds 106	106	106	106	106	106	106
Western Union Tel. 102	102	102	102	102	102	102
7s, S. F. conv., 1900.....	112	112	112	112	112	112

## Boston Stock Exchange.

Closing Prices for the week ending Feb. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Atch., Top. and Sar. Fe 104	105	105	105	105	105	105
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	115	115	115	115	115	115
Land Grant 7s.....	113	113	113	113	113	113
Income 8s.....	110	110	110	110	110	110
Boston and Albany.....	133	133	133	133	133	133
7s, reg.....	118	118	118	118	118	118
6s, 1895.....	99	99	99	99	99	99
Boston and Lowell.....	66	66	66	66	66	66
7s.....	111	111	111	111	111	111
Boston and Maine.....	111	111	111	111	111	111
Boston and Providence 112	112	112	112	112	112	112
Boston, Hart. & Erie 7s 38	38	38	38	38	37	37
Burl. & Mo. R. L. G. 7s.....	122	122	122	122	122	122
Burl. & Mo. R. L. G. 7s.....	122	122	122	122	122	122
6s, exempt.....	105	105	105	105	105	105
6s, non-exempt.....	121	121	121	121	121	121
Chl. Burl. & Quincy 120	121	121	121	121	121	121
7s.....	97	97	97	97	97	97
6s, new.....	5	5	5	5	4	4
Concord (\$50).....	11	11	11	11	10	10
Connecticut River.....	11	11	11	11	10	10
Eastern.....	11	11	11	11	10	10
Scrip.....	69	69	69	69	68	67
New 3/4 Bonds.....	69	69	69	69	68	67
Fitchburg.....	117	117	117	117	116	115
Kan. C. Top. & West. 106	106	106	106	106	105	104
1st mortgage.....	106	106	106	106	105	104
Michigan Central.....	89	89	89	89	88	87
Nashua and Lowell.....	109	109	109	109	108	107
N. Y. & New England. 27	27	27	27	27	26	25
7s.....	109	109	109	109	108	107
Northern, N. H.....	89	89	89	89	88	87
Norwich & Worcester. 117	118	118	118	118	117	116
Ogden & Lake Champl 12	12	12	12	12	11	10
Preferred.....	52	53	53	53	52	51
Old Colony.....	102	102	102	102	101	99
7s.....	102	102	102	102	101	99
Ph., Wil. & Balt. (\$50). 65	65	65	64	64	63	62
Portl'd, Saco & Ports. 64	64	64	64	64	63	62
Pueblo & Ariz. Val. 70	71	71	70	70	69	68
7s.....	109	109	109	109	108	107
Pullman Palace Car. 85	85	85	84	84	83	82
Union Pacific.....	80	79	79	79	78	77
6s.....	79	79	79	79	78	77
Land Grant 7s.....	110	110	110	110	109	108
Sinking Fund 8s.....	110	110	110	110	109	108
Vermont and Canada.....	110	110	110	110	109	108
Vermont and Mass.....	110	110	110	110	109	108
Worcester and Nashua.....	110	110	110	110	109	108
Cambridge (Horse).....	110	110	110	110	109	108
Metropolitan ( " ).....	88	88	87	87	86	85
Middlesex ( " ).....	88	88	87	87	86	85
Central Mining Co.....	174	174	174	174	173	172
Calumet and Hecla... 174	174	174	174	174	173	172
Copper Falls.....	174	174	174	174	173	172
Franklin.....	174	174	174	174	173	172
Quincy.....	174	174	174	174	173	172

and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$9,212,650, against \$12,076,500 the preceding week, or a loss of \$2,863,850. The City bank exchanges in currency reached \$434,908,905, or a daily average of \$86,981,781. Call loans have been quoted at from 2@5, chiefly at 2@3½ per cent (in a few instances even above our figures) and best discounts (applications for which were comparatively moderate) at 3@5 per cent per annum.

The outstanding amount of legal tender notes is \$846,681,016. The National bank circulation is now \$323,790,850 of currency notes and \$1,466,920 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,497,000. The amount of United States bonds deposited with the U. S. Treasurer at Washington for circulation during the week was \$8,671,800. And of United States bonds held for circulation withdrawn during the week \$7,510,000. The Treasury Department now holds \$349,669,000 in United States bonds to secure the outstanding national bank circulation.

Government bonds have been in very good request, chiefly on investment account, at somewhat firmer prices, the main inquiry having been for the 5 per cents of 1881, the 4½ and 4 per cents and the Currency Sixes. The Secretary of the Treasury on Monday issued another call for \$20,000,000 bonds of the Five-twenties of 1867, making a total of \$250,000,000 of this Loan called since January 1. The market, closed generally strong. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106½@106¾; do. coupon, 106½@106¾; do. 5-20s, 1867, registered, 102@102¼; do. coupon, 102@102¼; do. 1868, registered, 102¼@103; do. coupon, 102¼@103; ten-forties, registered, 102@102½; do. coupon, 104½@105; 5 per cents, 1881, registered, 104½@104¾; do. coupon, 104½@104¾; 4½ per cents, 1891, registered, 105@105½; do. coupon, 106½@106¾; 4 per cents, 1907, reg., 100½@100¾; do. coupon, 100½@100¾; sixes, currency, 121½@122.

State Bonds have been moderately active, but at variable prices, closing rather more firmly for the favorite loans. An urgent call has been noted, through the week, for Railway Mortgages of the prominent interest bearing issues, which have been wanted for investment purposes, leading to a further hardening of prices, closing generally strong with an upward tendency. And in the line of Railway and Miscellaneous share property business has been to a comparatively liberal aggregate, the dealings reaching on Monday about 286,000, and on Tuesday of the current week, nearly 210,000 shares. Prices have been fluctuating frequently and, in instances, seriously affected by speculative manipulation, working stronger near the close, but leaving off heavily and irregularly. The reported breaking up of the North Western combination served to depressed values.

Gold movements have been of no remarkable importance or significance. The specie outflow last week was only \$499,209—making the total exports of specie hence since January 1, 1879, \$2,426,845 against \$2,041,060 the same time in the

preceding year. The imports of specie at this port last week were to the amount of \$353,186, and since January 1, 1879, have been \$1,858,827 against \$2,805,413 same time in the preceding year. The Customs drain for gold in the local market reached \$1,671,000 or an average of about \$334,175 per day.

The payments for interest on the public debt on Saturday March 1, will reach \$7,675,000, as representing the half-yearly interest claims on the United States 5 per cents, 10-40s loan, and the quarterly on the 4½ per cents.

Rather more firmness has been noted in Foreign Exchange toward the close, on a somewhat better inquiry for prime sterling bills. Bankers' sixty day bills on London closed at \$4 85@4 86; sight bill on London at \$4 88¼@4 89 to the £ sterling. Cable transfers, 4 88¼@4 89¼. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,813,985 as against \$6,456,383 the corresponding week of 1878. The week's import entries of Foreign Merchandise at New York included \$2,155,705 of Dry Goods, and \$4,658,280 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$6,382,485 against \$7,313,838 same week in 1873, making the total exports of produce since Jan. 1 this year \$47,986,051, against \$52,446,926 same period in 1878, and \$42,875,118 in 1877.

Produce and Merchandise have been moderately active. Dry Goods have been less freely dealt in but Domestic Cottons and Woolens have been generally quoted steady. A fair degree of animation has been reported in Domestic Produce in good part on speculative account but at irregular prices. The speculative dealings have been again mainly in Grain and Hog products which, however, closed tamely. Cotton for early delivery has been in better demand, for forward delivery moderately sought after closing strong. Low Middlings closed for prompt delivery at 9 7-16 @ 9 16; Middlings at 9¾@9¾. Options left off for February basis of Middling at 9.80; March at 9.82; April at 9.94; May at 10.10; June at 10.23; July at 10.35; August at 10.43; September at 10.26; October at 10.02.

An unusually active business has been reported in Metals chiefly in Iron, prices of which have been quoted somewhat firmer. Pig Iron quoted for Glengarnock, at \$22 50; Coltness, \$23 50@24; No. 1 American Pig at \$16 00@19; No. 2 do. at \$15 50@17 50, (with sales of about 45,000 tons, largely of Thomas brand). Forge, \$15@16, (of which latter 15,000 tons sold on p. t.) Bessemer, at Works, 10,000 tons, at \$20. New Iron Rails \$33@37. Wrought Scrap, \$21@22. Steel Rails have been in very good demand and quoted on the basis of \$41@45 at the mills and at tide water, (8,000 tons reported sold for forward delivery on p. t.) Old Iron Rails also sought after and quoted at \$19 50@21. Ingot Copper quiet with Ingot quoted at 15½cts. Tin firm. Domestic Pig Lead inactive, at 4.50@4.62½.

Lighter offerings of Naval Stores have been reported and values have been quoted firmer on, however, a restricted movement. Petroleum has been quite moderately sought after, but has been held with firmness in the seaboard markets.

Foreign merchandise has been in generally moderate request on a steady basis as to values of most kinds. Coffee has again declined slightly closing dull and weak.

A fairly active market has been noted in the line of Ocean freights chiefly in the Grain interest, with rates on tonnage and room for Grain quoted somewhat steadier but otherwise weak and irregular. Tonnage for Petroleum shows most depression. Liverpool steamer rates at the close for Grain quoted at 6d. per bushel. Flour, at 2s. 9d.@3s. Provisions, 30s.@32s. 6d.; Butter and Cheese 40s.@42s. 6d.; Leather, 45s. Measurement Goods 20s.@25s. per ton; Cotton, 7-32d.@4d. per lb. Tobacco at 30s.@35s. Liverpool, by sail: Cotton, 3-16d.@7 32d. Grain at 5½d. per bushel; Flour, 2s.; Measurement Goods, 12s. 6d. @15s. Tobacco 25s.@27½. 6d.; Oil Cake at 17s. 6d. Grain rates on charter hence for Cork and orders left off at 5s.@5s. 4d.; for the Continent Grain at 4s. 6d.@5s. 3d. as to ports of discharge. Tonnage for Refined Petroleum at 3s. 9d.@4s. to Cork, for orders, at 3s.@3s. 9d. to the Continent, and 4s.@4s. 6d. to the Baltic. Through freight movements have been comparatively slow at about previous quotations.

At the Auction sale of Scranton Coal, on Wednesday, prices were again a shade lower, on sales of 100,000 tons at 2.25@2.67½ as against 7.30@2.75 at the preceding sale.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Kansas Pacific 7s, Denver div., with coup. certiff., 97½; do. trust. receipts, 97; Central of New Jersey 1st consol. ass., 85¾; do. conv. ass., 85½; do. Adjmt., 97¼; do. Inc., 52½; Cincinnati and Springfield 1st, guar. by Lake Shore, 98; do. by Clev., Col., Cin. and Ind., 91; Missouri, Kansas and Texas R. R., 8¼; do. 7s, consol. S. F. ass., 55½; do. 2d, 19; Delaware and Hudson 1st, Penn. div., 103½; Long Island 1st mort., 100; Lehigh and Wilkesbarre con. ass., 50¼; Louisville and Nashville R. R., 40½; do. 2d, 100; Chesapeake and Ohio 1st, Series B, 38¾; Am. Dock and Imp. 7s, 64; Syracuse, Binghamton and New York 1st, 106; Denver and Rio Grande 1st, 90½; Kansas Pacific 6s, J. & D. 1896, with coup. certiff., 113; do. Inc. No. 16, 30; Rome, Watertown and Ogdensburg 1st consol., 34½; Marietta and Cincinnati 1st, 92; Belleville and Southern Illinois 1st, 108; South Pacific 1st mort., 95; St. Louis, Kansas City and Northern Real Estate 7s, 102½; Chicago, St. Paul and Min., 1st, 92; Jefferson 1st, 100; Nashville, Chattanooga and St. Louis 1st, 98½; Mil. and St. Paul 1st I. & D. div. ext., 101; Quincy and Toledo 1st, ex-coupon, 93½; Minneapolis and St. Louis 1st, 83¼; Clev., Col., Cin. and Ind. consol., 99¼; Keokuk and Des Moines 1st, 90; Louisiana and Mo. 1st, 104; Boston, Hartford and Erie 1st, 39¼; Winona and St. Peter 1st, 106; do. 2d, 101; Buffalo, N. Y. and Erie 1st, 1916, 116½; Nashville and Decatur 1st, 103; Hannibal and Central Mo. 1st, 99½; Sairo Tunnel, 3¾; Dubuque and Sioux City R. R., 59; New Jersey Southern R. R., 2¾; Ontario Silver, 40; Homestake Mining, 26¾; St. Louis and San Francisco R. R., 4¾; do. pref., 5¾; do. 1st pref., 11½; do. 2d, class B., 89¾; do. C, 37¾; Pennsylvania



Coal, 186; Rensselaer and Saratoga R. R., 108½; Louisiana 7s, consol., 49½; Georgia 7s, new, 110½; Tennessee 6s, new, 24; do. old, 37½; Alabama Class C, 57; North Carolina 6s, old, J. & J., 18. The latest quotations are: Adams Exp., 106½@107; American Exp., 49½@49½; Atlantic and Pacific Telegraph, 35½@36½; Central Railroad of New Jersey, 38½@39; Chicago, Burlington and Quincy, 116½@117; Chicago and Alton, 78@79; do. pref., 105@—; Chicago and Northwestern, 56½@56½; do. pref., 87½@87½; Chicago, Milwaukee and St. Paul 38½@38½; do. pref., 82½@82½; Chicago, Rock Island and Pacific, 131½@132; Cleveland, Columbus, Cincinnati and Indianapolis, 41¼@42¼; Cleveland and Pittsburg, 82½@83; Delaware and Hudson Canal, 40¼@41¼; Delaware, Lackawanna and Western, 50½@51; Erie, 25½@25½; do. pref., 46¼@46¼; Hannibal and St. Joseph, 15@15½; do. pref., 43@43½; Illinois Central, 82@82½; Kansas Pacific 17@18; Lake Shore and Michigan Southern, 70¼@70½; Michigan Central, 87¼@88; Morris and Essex, 83@83½; N. Y. Central and Hudson River, 116½@117½; New York and Harlem, 150@156; Ohio and Miss., 11¼@11½; do. pref., 36@36½; Pacific Mail, 13@13½; Panama, 133@135; Pittsburg, Ft. Wayne and Chicago, 107@—; Quicksilver, 12@13; do. pref., 32¼@35; St. Louis, Kansas City and Northern, 8½@8½; do. pref., 35½@35½; Union Pacific, 72½@73; U. S. Express, 48½@49½; Wells Fargo Express, 98½@100; Western Union Telegraph, 102½@102½; Wabash, 21½@21½.

**Philadelphia.**—Northern Pacific R. R., 83½; do. pref., 27½; Central Transp., 45; West Philadelphia R. R., 63; Philadelphia and Reading scrip, 50; do. consol. gold 6s, reg., 93; new conv. 7s, ex coup., 29½; Huntingdon and Broad Top Mt. 1st, 115; Am. S. S. Co. 6s, 94; West Jersey 1st mort., 106; Lehigh Valley consol. mort. 6s, reg., 102; Pennsylvania Car Trust Series B, 100¼; Pennsylvania Canal 6s, 70; Union and Titusville 7s, 38; Chartiers Valley 7s, 100; Texas Pacific 1st mort., 97; Steubenville and Indiana 6s, 101¼@102¼; Susq. Coal 6s, 92; Oil Creek 1st mort., 85; Cincinnati 7.30s, J. & J., 112¼; Pittsburg 7s, W. L., 115. The latest quotations are: City 6s, 107½@108½; do. free of tax, 117@117½; Pennsylvania State 6s, 2d series, 104@104½; do. 3d series, 109½@110; do. 5s, new loan, 112¼@113¼; Philadelphia and Reading 13¼@12½; do. Gen'l mort. 7s, coup., 103¼@105; do. reg. 103@104; do. mort., 6s, 1880, 101@104; do. 7s, new conv., 49@50; do. 7s, 1893, 115@115½; United New Jersey R. R. and Canal Co., 136½@137½; Pittsburg, Titusville and Buffalo R. R., 5@5½; do. 7s, 33½@34½; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 35¼@35½; do. 1st mort., 104¼@104½; do. gen'l mort. coupon, 111@112½; do. reg., 113@117; do. consol. mort. 6s, reg., 102@102½; Little Schuylkill R. R., 41@42; Morris Canal, 51¼@51¼; do. pref., 126½@126½; Susq. Canal, 3@6; do. 6s, 25@26; Schuylkill Nav. 2¼@4; do. pref., 5¼@6; do. 6s, 1882, 52@55; do. 1872, 83½@85; Elmira and Williamsport pref., 41@41¼; do. 7s, 103½@104½; do. 5s, 70@90; Lehigh Coal and Navigation, 15½@15½; do. 6s, 1884, 106½@107; do. R. R. loan, 105@106½; do. Gold Loan, 95@96; North Pennsylvania, 36@37½; do. 6s, 107½@

108½; do. 7s, 119¼@119½; do. Gen'l mort. 7s, reg., 111@114½; Philadelphia and Erie, 7½@8½; do. 6s, 107@108; do. 7s, 106@106½; Mine hill, 48@48½; Catawissa, 6½@6½; do. pref., 35@35½; do. new pref., 30½@31; do. 7s, 1900, 108½@109; Lehigh Valley 35½@35½; do. 6s, coupon, 111@113½; do. reg., 112@113½; do. 7s, reg., 119¼@122; do. consol. mort., 101¼@102; Fifth and Sixth streets (horse), 109@110; Second and Third, 83½@85; Thirteenth and Fifteenth, 50@53; Spruce and Pine, 42½@46; Green and Coates, 58@59; Chestnut and Walnut, 63@65; Hestonville, 11½@11½; Germantown, 53@54½; Union, 78@80; Lombard and South, 9@11.

**Baltimore.**—Maryland Defense 6s, 108½; Virginia Peelers, 43; Baltimore City 6s, 1890, 112¼; do. 1900, 113½; do. 5s, 1894, 107; do. 5s, new, 103; Norfolk Water 8s, 114½; Cincinnati 7.30s, M. & N., 111; do. J. & J., 112½; Chesapeake and Ohio Canal 6s, 43; Cincinnati and Baltimore 7s, 92; Atlanta and Charlotte 7s, 42; Canton gold 6s, 96½; Baltimore and Ohio scrip 95; do. 1st pref., 102½; do. 2d pref., 96. The latest quotations are: Cincinnati and Baltimore, 7s, 94@100; Wilmington and Weldon 7s, 100¼@—; Wilmington, Columbia and Augusta 7s, 26¼@—; Richmond and Danville 1st mort., 83@87; Pittsburg and Connellsville 7s, 1898, 104¼@104¼; Baltimore and Ohio, 95@95½; do. scrip 95@96; do. 6s, 1880, 101½@101½; do. 1885, 106½@107½; Northern Central, 14@14½; do. 6s, 1885, 106@—; do. 6s, 1900, 105¼@—; do. 6s, 1900, gold, 99½@100; Marietta and Cincinnati 1st mort. 1892, 90@93; do. 2d mort. 7s, 86¼@87; do. 3d mort. 8s, 14¼@15; Central Ohio, 25@26; do. pref., 41@42½; do. 1st mort., 106@106½; Western Maryland 1st mort. 6s, 1890, 102@—; do. 1st mort. guar., 105@—; do. 2d mort., guar., 105@—; do. 3d mort. guar., 107@109; do. 2d, mort. pref., 80@85; 2d mort., guar. by Washington Co., 102½@—; Virginia and Tennessee 2d mort. 6s, 90@—; do. 3d mort. 8s, 103@—; Orange and Alexandria 1st mort. 6s, 96@—; do. 2d mort. 6s, 78@85; do. 3d mort. 8s, 39@40; do. 4th mort. 8s, 12@30; Orange, Alex. and Manassas 7s, 50@50½; Baltimore 6s, 1884, 108@109; do. 1886, 108@110; do. 1886, new, 108@—; do. 1890, 112½@112¼; do. 1900, 113@113½; do. 1900, new, 112@—; do. 1902, 113@—; do. 1902, new, 113¼@114; do. 6s, exempt, 115@116; do. 5s, 1894, 106@—; do. 5s, new, 107¼@109; Maryland Defense 6s, 1883, 108¼@—; do. 6s, exempt, 112@112; do. 6s, 1890, 108½@—; do. 5s, 99@—; Virginia consol. 6s, 54½@55; do. 2d series, 41¼@43; Virginia Consol. coupons, 77½@77½; West Virginia def. cert., 7¼@7½; Baltimore City Passenger R. R., 35@40; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 92@—; Atlantic Coal, —@0.90; Canon Co., —@30; do. gold 6s, 96@96½; Union R. R., Canton end., 104@—.

**Boston.**—Kansas City, St. Joseph and Council Bluffs 7s, 80; Denver and Rio Grande R. R., 15½; do. 7s, 88½; Cedar Rapids and Missouri River R. R., 106½; do. pref., 109¼; Chicago, Clinton, Dubuque and Minnesota 7s, 104; Stanstead, Shefford and Chambly 7s, 27¼; Boston, Clinton and Fitchburg 6s, 1882@1883, 100; Detroit and Bay City 8s, 1902, guar., 106½; Cape Cod 7s, 1881, 106; Nashua and Rochester 6s, 1894, 85; Jackson, Lansing and Saginaw 7s, guar.,

108½; Cheshire 6s, 1896, 104; Chicago, Dubuque and Minnesota R. R., 47½; Republican Valley 6s, 102½; Detroit, Lansing and Northern pref., 91¼; do. 7s, 1907, 111½; Florence and El Dorado R. R., 38; Rutland pref., 7; Atchison and Nebraska R. R., 38; Eastern (N. H.) R. R., 70; Boston Water Power 2; Quincy Bridge, 120¼; Little Rock and Ft. Smith R. R., 7; Massachusetts State 5s, 1894, 111½; New Hampshire 6s, 1892, 113½; Boston City 4s, new, 100¼; do. 6s, 1894, 116½; do. 1903, 117½; Cambridge 6s, 1903, 116¼; St. Louis 6s, 1888, 106½; do. 1880, W. L., 101; Detroit 7s, 1904, W. L., 118; Lowell 6s, 1890, W. L., 112¼; Duncan Silver Mining Co., 3¼; Pewabic, 75c; Ridge, 75c; Silver Islet, 44.

#### Massachusetts Central Railroad.

Mr. Norman C. Munson, who holds the contract for the construction and equipment of the Massachusetts Central Railroad, has sub-let the section between Hudson and Oakland, a distance of twelve miles, to contractors Gardiner and Flinn. They will put in a large force of men immediately with the purpose of completing the grading and masonry on or before September 1, 1879, the time specified in the contract. Work on the section between Stony Brook and Hudson is being pushed forward by the contractor, John Dorr of Waltham, with every prospect of completion by May 1, 1879. About 29 miles of road are now under contract.

The directors of the Wabash Railway Company, elected at the annual meeting of the stockholders held at Toledo, on the 19th ult., are: C. K. Garrison, Cyrus W. Field, Solon Humphreys, William M. Bliss, James B. Colgate, D. A. Lindley, H. A. V. Post, William R. Garrison, all of New York; A. L. Hopkins, Toledo; A. M. Billings, George L. Dunlap, Chicago; Charles Ridgely, Springfield, Ill.; James Cheney, Fort Wayne, Ind. The report made to the stockholders shows the net earnings for the past year, to have been \$1,523,000, an increase over the preceding year of \$268,000.

The Convention of Mining Engineers recently in session at Baltimore, elected the following officers for the ensuing year: President, Eckley B. Coxe, Drifton, Pa. Vice Presidents, H. M. Howe, Troy, N. Y.; R. H. Richards, Boston; Samuel Thomas, Catawissa, Pa. Managers, J. A. Church, Columbia, Ohio; W. E. C. Coxe, Reading, Pa.; J. F. Lewis, Amenis, N. Y. Treasurer, Theodore D. Rand, Philadelphia. Secretary, Thomas M. Drown, Easton, Pa.

The New Passenger Tariff of the Baltimore and Ohio Railroad Company went into effect on the 17th ult. The reductions vary from ten to twenty per cent, and a uniform rate of three cents per mile between all stations on the main line and branches, excepting the Pittsburg Division has been established.

The Pullman Palace Car Company now operate in this country and in Europe about 800 cars, of an average value of \$14,000 apiece, or a total of \$11,200,000, the capital stock of the company being \$6,000,000. The first Pullman car was built twenty years ago, and was run on the Chicago and Alton Railroad.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,500,000	J. & J.	Jan. '79 34	Little Schuylkill* .... 50	2,644,100	J. & J.	Jan. '79 34	Ware River* .... 100	1750,000	J. & J.	Jan. '79 34
Atlantic and West Point. 100	1,232,200	J. & J.	July 74 4	Long Island. .... 50	3,000,000	M. & S.	May '78 10	Warren (N. J.) .... 100	1,800,000	A. & O.	Oct. '78 31
Atlantic and Gulf Guar. 100	786,476	M. & N.	Nov. '78 34	Louis, Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warwick Valley .... 100	225,000	A. & O.	Oct. '77 31
Atlantic and St. Law. .... 100	5,000,000	M. & S.	Mar. '79 3	..... pref. 100	848,700	J. & J.	Jan. '74 41	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '79 4
Augusta and Savannah. 100	1,022,900	J. & D.	Dec. '77 34	Louisville & Nashville. 100	9,003,418	F. & A.	Feb. '79 14	West Jersey. .... 100	1,559,750	F. & A.	Aug. '77 3
Avon, Genesee & Mt. M. * 100	225,000	A. & O.	Jan. '78 3	Louisv. N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Wilmington & Weldon. 100	1,452,800	J. & D.	Nov. '78 3
Baltimore and Ohio. .... 100	14,216,800	M. & N.	Nov. '78 4	Lowell and Andover. 100	500,000	J. & J.	Jan. '79 34	Winchester & Potomac. 100	180,000	J. & J.	Jan. '79 3
Berkshire. .... 100	1,650,000	A. & O.	Oct. '78 5	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg. 100	600,000	J. & J.	Jan. '79 3
Boston and Albany. .... 100	320,500	quarterly	Apr. '78 14	Lykens Valley. .... 100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Lowell. .... 100	20,000,000	M. & N.	Nov. '78 4	Manchester and Law. .... 100	1,000,000	M. & N.	Nov. '75 5	HORSE-POWER R. R.			
Boston and Providence. 100	2,523,500	—	—	Marletta & Cincinnati. 50	1,408,912	—	—	Albany City. .... 100	110,300	—	—
Boston and Lowell. .... 100	60,000	J. & D.	June '76 3	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 30	Baltimore City. .... 25	1,000,000	J.A.J.O.	Jan. '79 4
Boston and Lowell. .... 100	8,921,274	M. & N.	Nov. '78 3	Massachusetts. .... 50	400,000	F. & A.	Aug. '78 1	Balt. Cat. & El. Mills. 100	110,000	J. & J.	Jan. '79 3
Boston and Lowell. .... 100	4,000,000	M. & N.	Nov. '78 3	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3	Boston & Chelsea pref. 100	200,000	J.A.J.O.	Apr. '78 4
Boston and Lowell. .... 100	131,700	J. & J.	Jan. '79 34	Michigan Central. .... 100	18,783,204	F. & A.	Feb. '79 2	Broadway (Brooklyn). 100	2,100,000	J.A.J.O.	Apr. '78 24
Boston and Lowell. .... 100	350,000	quarterly	Dec. '78 34	Middlesex Central. .... 100	2,130 shs	F. & A.	Feb. '79 3	Broadway & 7th Av. (N.Y.) 100	400,000	A. & O.	Apr. '78 3
Boston and Lowell. .... 100	950,000	J. & D.	Feb. '79 2	Mill Creek & Minehill. 50	823,375	J. & J.	Jan. '79 5	Brooklyn & Hunter's Pt. 100	2,000,000	F.M.A.N.	Feb. '78 34
Boston and Lowell. .... 100	8,535,000	F. & A.	Feb. '79 2	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '79 34	Brooklyn City. .... 100	809,000	J. & J.	July '71 34
Boston and Lowell. .... 100	377,400	quarterly	Apr. '78 2	Mobile and Montgomery. 100	2,794,800	J. & J.	Feb. '79 2	Cambridge. .... 100	824,300	A. & O.	Oct. '77 41
Boston and Lowell. .... 100	838,311	quarterly	Apr. '78 2	Morris and Essex. .... 100	282,350	J. & J.	Jan. '79 6	Cambridge (Brooklyn). 100	1,068,400	J. & J.	July '78 3
Boston and Lowell. .... 100	381,025	J. & J.	Jan. '79 3	Mt. Carbon & Pt. Carbon. 50	282,350	M. & N.	May '78 2	Can. Park N. & E. Riv. 100	600,000	J. & J.	Jan. '78 10
Boston and Lowell. .... 100	447,000	J. & D.	Dec. '77 3	Nashua and Lowell. .... 100	1,155,000	A. & O.	Oct. '77 3	Citizens (Phila.). .... 50	200,000	M. & N.	Nov. '77 10
Boston and Lowell. .... 100	428,900	Novemb.	Nov. '74 6	Nashua and Rochester. 100	1,529,000	J. & D.	Dec. '78 14	Coney Island & Brookl. 100	500,000	—	—
Boston and Lowell. .... 100	1,159,500	Oct. ber.	Oct. '78 14	Nashville and Decatur. 100	6,575,256	A. & O.	Jan. '79 14	Continental (Phila.). 50	180,000	M. & N.	Jan. '79 24
Boston and Lowell. .... 100	2,200,000	M. & N.	Nov. '78 34	Nash, Chat. & St. Louis. 100	2,600,000	J. & J.	Jan. '79 14	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Feb. '78 2
Boston and Lowell. .... 100	1,000,000	M. & N.	Nov. '78 34	Naugatuck. .... 100	1,000,000	M. & S.	Mar. '79 5	Elizabethtown (N.Y.). 100	1,000,000	J. & J.	Jan. '78 6
Boston and Lowell. .... 100	689,110	J. & J.	Jan. '79 6	Nesquehoning Valley. 50	1,800,000	quarterly	Jan. '79 24	Elizabeth and Newark. 100	200,000	—	—
Boston and Lowell. .... 100	6,850,400	F.M.A.N.	Nov. '78 1	N. Castle & Beaver Val. 50	605,000	quarterly	Oct. '74 5	42nd St. & G. St. Ferry. 100	748,000	M. & N.	Nov. '77 5
Boston and Lowell. .... 100	769,600	F. & A.	Aug. '78 32	N. Haven & Northamp. 100	1,418,800	quarterly	Jan. '79 14	Frank & Southw. (Ph.) 50	600,000	J. & J.	Jan. '78 9
Boston and Lowell. .... 100	7,500,000	J. & J.	Dec. '78 24	New London Northern. 100	89,423,330	quarterly	Jan. '79 2	Germantown (Ph.). .... 100	1,000,000	J. & J.	Jan. '79 3
Boston and Lowell. .... 100	20,800,000	quarterly	Apr. '78 24	N.Y. Cen. & Hudson R. 100	8,500,000	J. & J.	Jan. '79 4	Girard College (Ph.). 100	170,000	J. & J.	July '71 3
Boston and Lowell. .... 100	2,425,000	J. & J.	Jan. '79 2	New York and Harlem. 100	1,500,000	J. & J.	Jan. '79 4	Grand St. and Newton. 100	500,000	J. & J.	July '71 2
Boston and Lowell. .... 100	60,400,000	J. & J.	Jan. '79 3	..... City Line. .... 100	15,500,000	annually	Apr. '78 3	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '78 2
Boston and Lowell. .... 100	64,275,500	A. & O.	Oct. '77 42	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '79 2	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Boston and Lowell. .... 100	380,000	quarterly	Jan. '79 14	N. Y., Provid. & Boston. 100	1,000,000	J. & J.	Jan. '79 5	Highland. .... 100	290,000	J. & J.	Jan. '79 4
Boston and Lowell. .... 100	2,155,300	J. & J.	Jan. '79 1	Nig. Bridge & Unad. 100	1,000,000	M. & S.	Nov. '78 3	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Boston and Lowell. .... 100	10,085,400	M. & S.	Mar. '79 3	North Carolina. .... 100	4,000,000	M. & N.	Nov. '77 4	Lynn and Boston. .... 100	200,000	—	—
Boston and Lowell. .... 100	2,425,400	M. & S.	Mar. '79 34	N. Eastern (S.C.) pref. 100	80,000	M. & N.	Nov. '77 4	Malden and Melrose. .... 100	200,000	—	—
Boston and Lowell. .... 100	27,598,242	M. & S.	Mar. '79 4	North Pennsylvania. 50	3,978,156	F. & A.	Feb. '79 28	Metropolitan (Boston). 50	1,500,000	J. & J.	Jan. '79 4
Boston and Lowell. .... 100	3,916,200	J. & J.	Jan. '79 5	Northern Central. .... 100	5,842,000	A. & O.	Apr. '78 3	Middlesex (Boston). .... 100	400,000	M. & N.	Nov. '78 3
Boston and Lowell. .... 100	15,401,261	A. & O.	Dec. '70 78	Northern N. Hampsh. 100	1,008,400	J. & D.	Dec. '78 24	N. Y., Bay Ridge & Jam. 100	102,540	—	—
Boston and Lowell. .... 100	1,786,200	A. & O.	Oct. '78 34	Northern New Jersey. 100	8,000,000	J. & J.	July '77 2	Ninth Avenue (N. Y.). 100	797,820	—	—
Boston and Lowell. .... 100	14,988,807	J. & D.	Dec. '78 2	Norwich & Worcester. 100	2,604,400	J. & J.	Jan. '79 6	Orange and Newark. .... 100	282,555	—	—
Boston and Lowell. .... 100	22,025,608	quarterly	Mar. '79 14	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '78 2	Philadelphia City. .... 50	475,000	J. & J.	Jan. '79 4
Boston and Lowell. .... 100	20,980,000	quarterly	Feb. '79 2	..... pref. 100	2,000,000	A. & O.	Apr. '78 4	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Boston and Lowell. .... 100	3,500,000	A. & O.	Apr. '78 4	Ohio and Mississippi. 100	20,000,000	quarterly	Jan. '79 24	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Boston and Lowell. .... 100	2,980,550	—	—	Old Colony. .... 100	4,030,000	J. & D.	Mar. '75 34	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Boston and Lowell. .... 100	413,150	M. & N.	Nov. '78 3	Oswego and Syracuse. 100	6,733,800	J. & J.	July '78 3	Second Avenue (N.Y.). 100	1,199,500	J.A.J.O.	Apr. '78 2
Boston and Lowell. .... 100	14,991,800	F. & A.	Feb. '78 3	Panama. .... 100	482,400	F. & A.	Feb. '79 14	Second & Third St. (Ph.) 40	962,100	quarterly	Jan. '79 3
Boston and Lowell. .... 100	2,057,569	M. & N.	May '77 34	Paterson and Hudson. 100	7,000,000	quarterly	Feb. '79 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Boston and Lowell. .... 100	11,236,150	quarterly	Mar. '79 14	Paterson and Newark. 100	632,000	J. & J.	July '78 4	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '77 5
Boston and Lowell. .... 100	1,786,200	M.J.S.D.	var. '79 2	Paterson and Newark. 100	250,000	J. & J.	July '78 3	Third Avenue (N. Y.). 100	2,000,000	F.M.A.N.	Feb. '78 5
Boston and Lowell. .... 100	2,600,000	F. & A.	Feb. '79 4	Paterson and Ramapo. 100	248,000	J. & J.	July '78 24	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '79 3
Boston and Lowell. .... 100	1,500,000	M. & N.	Nov. '78 5	Pemb. & Hightstown. 50	342,150	J. & J.	July '78 3	23d street (N. Y.). .... 100	600,000	J. & J.	Jan. '78 4
Boston and Lowell. .... 100	850,000	J. & J.	Jan. '79 34	Pennsylvania. .... 100	68,870,200	F. & N.	Nov. '78 2	Somerville (Boston). .... 100	98,000	M. & N.	Nov. '78 3
Boston and Lowell. .... 100	2,175,700	F. & A.	Feb. '79 14	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '79 4	South Boston. .... 100	450,000	J. & J.	Jan. '79 3
Boston and Lowell. .... 100	2,100,000	J. & J.	Jan. '79 4	Philadelphia and Erie. 50	6,004,300	J. & J.	Jan. '75 4	Union (Boston). .... 100	374,800	J. & J.	Jan. '79 5
Boston and Lowell. .... 100	1,292,950	J.A.J.O.	Jan. '79 24	..... pref. 50	2,400,000	J. & J.	Jan. '75 4	Union (Phila.). .... 50	400,000	J. & J.	Jan. '79 5
Boston and Lowell. .... 100	241,900	A. & O.	Oct. '78 4	Phil. Ger. & Norristown 50	1,626,250	M.J.S.D.	Mar. '79 3	West Philadelphia. .... 50	400,000	J. & J.	July '77 10
Boston and Lowell. .... 100	243,000	A. & O.	Oct. '78 4	Philadelphia & Reading 50	32,726,375	quarterly	Jan. '79 24	CANALS.			
Boston and Lowell. .... 100	600,000	quarterly	Mar. '78 14	..... pref. 50	1,551,800	quarterly	July '78 34	Chesapeake & Delaware 50	1,983,503	J. & D.	June '75 2
Boston and Lowell. .... 100	2,39,350	A. & O.	Oct. '78 14	Phila. and Trenton. .... 100	1,259,100	quarterly	Jan. '79 24	Delaware Division. .... 50	1,633,350	F. & A.	Feb. '78 4
Boston and Lowell. .... 100	1,286,100	quarterly	Jan. '79 2	Phila, Wil. & Balt. .... 100	11,554,250	J. & J.	Jan. '79 4	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '76 4
Boston and Lowell. .... 100	1,230,950	J. & J.	Jan. '79 3	Pittsb. Ft. W. & Chi. 100	19,714,285	quarterly	Jan. '79 14	Delaware and Harlan. 100	5,847,400	quarterly	Jan. '79 24
Boston and Lowell. .... 100	36,200,000	quarterly	July '76 24	..... Special Imp. 100	5,504,300	quarterly	Jan. '79 14	Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 14
Boston and Lowell. .... 100	822,440	—	—	Pittsfield & N. Adams. 100	460,000	J. & J.	Jan. '79 2	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '78 6
Boston and Lowell. .... 100	2,095,000	J. & D.	Dec. '69 7	Portl. Saec & Portam. 100	1,500,000	J. & J.	Jan. '79 3	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '78 2
Boston and Lowell. .... 100	5,000,000	A. & O.	Oct. '78 24	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '79 24	..... (preferred). 100	1,175,000	F. & A.	Feb. '78 5
Boston and Lowell. .... 100	1,309,200	J. & J.	Jan. '79 3	Raleigh and Gaston. .... 100	1,500,000	J. & J.	Jan. '79 4	Pennsylvania. .... 50	4,337,950	—	—
Boston and Lowell. .... 100	392,950	J. & J.	Jan. '79 3	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '79 6	Schuyl. Nav. (common) 50	1,908,207	annually	A. '78 70 c.s
Boston and Lowell. .... 100	1,988,274	A. & O.	Apr. '78 3	Richmond & Petersburg 100	1,008,000	J. & J.	Jan. '79 2	..... (pref.) 50	2,389,977	annually	A. '8 140 c.s
Boston and Lowell. .... 100	4,997,600	J. & J.	Jan. '79 34	Roch. & Genesee Val. 110	655,200	J. & J.	Jan. '79 3	MISCELLANEOUS.			
Boston and Lowell. .... 100	492,500	F. & A.	Feb. '78 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '78 3	Adams Express. .... 100	12,000,000	quarterly	Mar. '79 2
Boston and Lowell. .... 100	500,000	F. & A.	Feb. '78 24	Rutland preferred. .... 100	4,168,700	F. & A.	Feb. '78 34	American Coal. .... 25	1,500,000	M. & S.	Sept. '77 24
Boston and Lowell. .... 100	500,000	M. & N.	Nov. '78 24	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2	American Express. .... 100	18,000,000	J. & J.	Jan. '79 2
Boston and Lowell. .... 100	500,000	J. & J.	Jan. '79 34	St. L., Alt. & T. Haute. 100	2,300,000	—	—	Amoskeag Manuf. Co. 100	8,000,000	J. & D.	Dec. '78 3
Boston and Lowell. .... 100	70,000,000	—	—	St. L., L. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '78 3	Calumet and Hecla Mining. 80,000 shs	80,000 shs	F.M.A.N.	Feb. '79 35
Boston and Lowell. .... 100	5,898,910	—	—	St. L., Kan. C. & North. 100	12,000,000	—	—	Central Mining Co. .... 100	Annual.	Annual.	Feb. '78 35
Boston and Lowell. .... 100	1,090,250	quarterly	Mar. '79 14								



**The Coal Trade.**

The total tonnage of anthracite coal from all the regions for the week ending February 15, as reported by the several carrying companies, amounted to 390,986 tons, against 127,166 tons in corresponding week last year, an increase of 263,770 tons. The total amount of anthracite mined for the year is 2,269,403 tons, against 1,607,270 for the same period last year, an increase of 662,133 tons. The quantity of bituminous coal sent to market for the week amounted to 56,718 tons, against 38,410 tons in corresponding week last year, an increase of 18,308 tons. The total amount of bituminous mined for the year is 310,658 tons, against 273,448 tons for corresponding period last year, an increase of 37,215 tons. The total tonnage of all kinds of coal for the week is 447,654 tons, against 165,576 tons in corresponding week last year, an increase of 282,078 tons, and the total tonnage for the coal year is 2,586,061 tons, against 1,886,713 tons to same date last year, an increase of 705,348 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of February was 114,414 tons, of which 87,407 tons were coal, and 27,007 tons coke. The total tonnage for the year thus far has been 669,350 tons, of which 494,581 tons were coal and 174,769 tons coke. These figures embrace all the coal carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending February 15 were 17,167 tons, and for the year to that date 97,161 tons, a decrease of 3,998 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 13,547 tons, for the year 83,147 tons, a decrease of 6,971 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 3,619 tons, for the year 14,014 tons, an increase of 10,949 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 122,500 tons, of which 33,400 tons were sent to Port Richmond, and 19,200 tons were shipped thence.—*Phila. Ledger*, Feb. 24.

**HENRY CLEWS & CO.**

The extraordinary activity which has prevailed in the market for Government bonds during the last six weeks, supplemented as it has been by an almost unprecedented mass of business in every stock on the list of the Exchange, has again brought into prominent notice a firm whose Chief has a more thorough knowledge of the street, and who has been both agent and principal in more extensive operations than any other man in the Banking and Stock Broking business.

We refer of course, as our readers will surmise, to the firm of HENRY CLEWS & Co., whose share of the new business developed by the rise in prices during this and last month has been out of all proportion in its magnitude, compared with that done by other houses of less established repute.

This is the natural result of the aptitude Mr. Clews has always shown in divining before hand the course of financial events. To be able to foretell with any certainty, even for so short a space as an hour in advance, the turn which the general market is about to take, is a gift worth the richest mine in the Comstock lode to its possessor; and when that intuitive sagacity, as in Mr. Clews' case, is exerted for the special benefit of the customers of his firm, there is no occasion to inquire any further why the circle of his correspondents is

larger now than it was in the palmy days when his efforts in placing the first great issue of war bonds on the market, made the operation the greatest financial success of the age.

Few brokers care to be saddled with discretionary powers: they prefer to have their limits named, and thus avoid the risk of being charged with want of judgment. Distant correspondents, who are thus compelled to carry the weight of their own decisions, generally find this necessity equal to a prohibition of operating in Wall street. Messrs. Clews have, however, arranged a system of cipher telegram for the use of their correspondents which is both brief and simple. By its use parties in the most distant parts of the State can operate as freely and as readily as if they were in the city. The customer is posted on the state of the market, and his orders are executed with as much promptitude as if the conversation had been *viva voce* instead of by electric wire.

In this, as in other matters, the firm has kept ahead of the times instead of lagging behind, and success has been the natural and inevitable consequence.

**The Kerite Insulator.**

The Telephone and other improved methods of electric communication have invested the familiar Telegraph wire with a new interest. A large number of our business men are now using it in their counting rooms and warehouses, and thus have gained some familiarity with the principles on which its usefulness depends.

They are now practically aware that a wire in contact with other conductors, loses its power of transmission: that when it is immersed in water their message passes, inarticulate, into the liquid. They have also discovered that fog, rain and adhering icicles all deprive the wire string of the virtue which makes it the fittest channel for the electric current.

This knowledge will enable them to appreciate the value of the composition invented by Professor Day, which, under the name of Kerite, now covers many thousand miles of telegraph wire in all parts of the world. India rubber, and many other contrivances, have been and are still in use to secure perfect insulation, but the need of constant renewal impairs their usefulness. Kerite is the only compound that a long experience has proved to be practically inaccessible to chemical action and other erosive agencies.

What Kerite can stand without failing, and what tests it is daily subjected to without sustaining injury, is better expressed in the card we print in another column than by any remarks of our own. Suffice it, that Kerite remains unimpaired where every other form of covering is virtually destroyed so far as its protecting power is concerned. The various Atlantic cables are in evidence of this fact, the necessity for using increased battery power to negative imperfect insulation destroying the wires and largely increasing the expense for

chemicals. An annual saving of twenty-five per cent in power would be made in working these cables if Kerite were substituted for rubber.

One point however comes more immediately within the range of our readers. Many of these on the Pacific coast, interested in mining, have or are about to introduce the telephone into their shafts and workings. Let these read the remarks in the card we publish, under the head of "Facts Fully Established." They will at once perceive that the most advisable course is to have their wires coated with the Kerite insulator, and thus by a small outlay save a heavy future expense.

In the U. S. Court at Indianapolis on the 12th inst., on the petition of a majority in amount of the second mortgage bondholders of the Ohio and Mississippi Railroad for the appointment of Robert Garrett as successor to Samuel G. F. Odell, deceased, one of the trustees of said bondholders, the court ordered that notice be given to the Ohio and Mississippi Railroad Company and to Allen Campbell, the other trustee, to show cause within thirty days why the prayer of the petitioners should not be granted.

The steel steamboat which was shipped to the Magdalena river, United States of Colombia, will draw less than nineteen inches of water. If she does not draw over that depth she will be considered a success, and the contractors will be awarded a contract by the same company for two other boats of like kind.

S. T. Willett has been elected President, R. N. Hall Vice President and Mr. Lonergan Secretary and Treasurer of the Montreal, Portland and Boston Railway Co. The directors are: S. T. Willett, Emmons Raymond, Hon. L. Robinson, T. W. Ritchie, R. N. Hall, W. K. Blodgett and Amos Barnes.

The McConnellsville Herald says it is expected that work will commence on the Muskingum and Ferrara railroad in a few weeks. This road will connect with the Columbus and Sunday Creek Valley line near Ferrara.

The officers of the Brattleboro' and Whitehall Railroad Company, elected on the 19th ult., are: President, C. F. Thompson; Vice President, E. L. Waterman; Treasurer, J. E. Butler; Auditors, S. M. Waite, J. H. Phelps and J. M. Tyler.

Messrs. Ray & Forwood (the former of Harford Co., and the latter of Washington, Md.,) have been awarded the contracts for the grading and masonry of thirteen miles of the Baltimore and Delta Railroad not before contracted for.

Gov. Fremont has signed the bill passed by the Arizona Territorial Legislature compelling Maricopa and Yavapai counties to issue bonds in aid of a branch railroad from Prescott to the Southern Pacific road.

The engineers surveying the route of the Pittsburg Southern railroad have reached Connellsville.

Frederick Ayer has been elected President, and Benj. Walker Clerk and Treasurer of the Lowell and Andover Railroad Company.

**Lehigh Coal and Navigation Co.**

At the annual meeting of the stockholders held in Philadelphia on the 25th ult., the report of the company for the year 1878 was adopted, and the following Board of Managers for the ensuing year were elected: President, E. W. Clark; Managers, Francis R. Cope, Francis C. Yarnall, Fisher Howard, Charles Parrish, Charles Wheeler, George Whitney, John Lelsenring, James M. Wilcox, Edward Lewis, T. Charlton Henry, Samuel Dickson.

The subject of the agreement between the Delaware Division Canal Company and the Lehigh Coal and Navigation Company was taken up, when a resolution was adopted that "the modification of the lease of the Delaware Division Canal Company, as made by agreement dated Feb. 1st, 1879, subject to the approval of the stockholders of this company, and as explained by the communication from the President of the Delaware Division Canal Company, dated Feb. 17, 1879, be and the same is hereby approved and confirmed."

This agreement, having already been approved by the stockholders of the Delaware Division Canal Company, is now in full force.

**Old Colony Railroad.**

The earnings of this road for the years ending September 30, 1877 and 1878, were as follows:

	1877.	1878.
From passengers .....	\$1,282,582 97	\$1,247,529 88
" freight .....	788,883 96	696,706 71
" expresses .....	67,255 55	69,262 42
" rents .....	23,051 23	25,846 28
" mails .....	33,556 17	30,527 74
" miscellaneous .....	10,096 46	80,025 16
" extra baggage .....	3,105 75	3,564 25

\$2,208,032 09 \$2,103,461 94

**Expenses, viz:**

Passenger department .....	\$220,305 95	\$206,670 19
Merchandise .....	183,321 38	185,169 56
Locomotive .....	350,729 55	284,590 07
Maintenance of way .....	351,321 15	379,233 04
General expenses .....	149,479 83	166,677 64
Miscellaneous .....	105,713 43	71,774 46

\$1,360,871 29 \$1,294,114 96

Earnings less exp. .....	\$847,160 80	\$809,346 98
City and town taxes .....	\$27,145 27	\$28,435 92
State tax .....	66,156 19	51,786 81
Interest on bonds, debt, etc .....	346,373 97	322,995 67

\$439,675 43 \$403,218 40

Net income .....	\$407,485 37	\$406,128 58
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Deduct dividend Jan. 1, 1878,

\$3 per share .....

Deduct dividend July 1, 1878,

\$3 per share .....

202,014 202,014

404,028 00

\$2,100 58

Add for premiums received on bonds sold .....

2,750 00

Surplus for the year .....

Surplus, Sept. 30, 1877 .....

\$4,950 58 \$761,213 98

From this amount has been charged

off, as hereafter explained, and

shown in "Surplus Account" .....

52,159 31

Surplus, Sept. 30, 1878 .....

In this balance are included the net earnings of

the company since June 1st, last.

The gross receipts of the road were,

for the year ending Sept. 30, 1878 .....

For the year ending Sept. 30, 1877 .....

\$2,103,461 94 \$2,208,032 09

Decrease in receipts .....

\$104,570 15

The working expenses for the year ending Sept. 30, 1878 .....

For the year ending Sept. 30, 1877 .....

Decrease in working expenses .....

The balance of interest account was,

for the year ending Sept. 30, 1878 .....

For the year ending Sept. 30, 1877 .....

Decrease .....

Amount paid for taxes was, for the

year ending Sept. 30, 1878 .....

For the year ending Sept. 30, 1877 .....

Decrease .....

The net earnings, after paying interest and taxes, for the year

ending Sept. 30, 1878 .....

For the year ending Sept. 30, 1877 .....

Decrease .....

In the earnings and expenses of the current

year are included six months' business of the

Duxbury and Cohasset Railroad.

There has been a decrease in the freight ton-

nage of 88,944 tons, and in receipts from freight

of \$91,377 25.

Coal tonnage for 1878 .....

Coal tonnage for 1877 .....

Decrease .....

The decrease in the number of passengers carried

was 46,488, and in receipts from the passenger

business was \$35,053 69.

Two locomotives, three passenger cars, one baggage

car, twenty-three freight cars and thirty

gravel and coal cars have been rebuilt. In re-

building the locomotives, new and powerful en-

gines have been substituted for small and com-

paratively worthless machines.

Ten hundred and seventy one tons of steel rails,

and one hundred and thirty-six thousand nine

hundred and three new sleepers have been used

in repairing and improving the track.

A brick passenger station and a wooden freight

station have been built at Sandwich; new wood-

en stations at South Hanson, South Middleboro'

and Assonet, and a new car house 300 feet by 30

feet at Fall River, and large additions have been

made to the passenger depot at Bowerville. A

wooden building and land for freight purposes

has been purchased at Harwich. Nine thousand

one hundred and twenty feet of side track have

been laid. A substantial iron bridge has been

constructed at Quincy to replace the wooden

bridge over the highway.

The cost of the above improvements has been

charged to the expense accounts.

About one hundred and twelve miles of track

are now laid with steel rails. This includes that

portion of the main line upon which the business

is largest, and where the heaviest and most rapid

trains are run, and it is kept in repair at the least

expense.

It is the purpose of the directors to lay down

about fifteen miles of steel rails in each year, in

the expectation that the iron so replaced will be

sufficient to keep in good order the remaining

portion of the track now laid with iron rails. One

half the improvement account opened last year

has this year been charged to expense account;

and all the iron rails on hand, although a large

proportion are but little worn, and fit for relaying,

have been carried forward in the account at the

price of old iron. This will explain the large in-

crease in the expenditure for iron and steel rails

which is shown in the statement, amounting to

\$117,608 88 this year, against \$78,940 06 last year.

The balance of the improvement account, now

\$70,000, will be charged to expense, as rapidly as

the earnings will permit. The track and road bed

are now in thoroughly good condition.

The amount paid for insurance this year is \$10,-

199 73, against \$8,782 96 last year. The pay-

ment of the present year covers three year's in-

surance of the property of the company.

During the year land damages amounting to

\$5,766 87, and a balance of \$1,266 08, due for the construction of the wharf and freight house at Boston, mentioned in the last report, have been paid, amounting in the aggregate to \$7,032 90, and charged to construction. These are the only additions to the construction accounts for the year, except the cost of the Duxbury and Cohasset Railroad, hereafter mentioned. There are still some unsettled land claims to be adjusted.

In the past year the Duxbury and Cohasset Railroad has been purchased. This road was completed in 1873, at a cost of about \$450,000, extending from Cohasset, the terminus of the South Shore Railroad, to Kingston, on the Old Colony Railroad, about twenty-two miles. Its cost to us is made up of the following items:

Notes held by us, and included in our

bills receivable .....

Amount due us for interest and on

business account .....

Stock owned by us, 1250 shares,

valued on our books at .....

Stock purchased, 2650 shares .....

Debts paid .....

Total cost .....

For this sum, of which \$111,277 24 was already

a part of our assets, we have added to our rail-

road about twenty-two miles. The road was

cheaply built, and follows the shore line of the

southeast portion of the state, through a country

which can be developed. It would probably have

proved a successful enterprise but for the great

depression of business since 1873, which has fall-

en most heavily upon suburban and seashore real

estate. The directors hope that it will prove a

valuable portion of our railroad system. During

the summer express trains have been run over

this line between Boston and Plymouth, and have

been well patronized. A return of business ac-

tivity can hardly fail to attract to this portion of

the seashore an increase of population which will

make this part of the railroad fairly remunerative.

The bonded debt of the company has been in-

creased during the year by the issue of \$250,000 of

six per cent bonds, and has been diminished by the

payment of \$14,000 of the seven per cent bonds, due

August 1, 1877, which remained unpaid at the date

of the last report. The bills payable have been re-

duced by the payment of notes to the amount of

\$444,386 28, making a reduction of debt for the year

of \$208,386 28. This reduction has been largely

made by applying earnings and assets on hand

at the commencement of the year, including the

improvement account. The item of accounts pay-

able, \$89,268 31, appears this year upon the trial

balance. This item, as well as the increase in

amount due from stations, is due to the method

of making up our accounts required by the Rail-

road Commissioners. Under the previous system

the books were kept open until the bills of the

month were paid and the balance for business

collected. In the accounts for this year, the cash

book was closed on the last day of the month,

and the bills of the month were charged and un-

collected earnings credited upon the journal.

Since the account has been made up, all these

bills have been paid.

As will appear from an inspection of the ac-

counts, there has been a considerable decrease in

the gross earnings of the year as compared with

the previous year.

In the coal traffic of the year there has been a

decrease of 50,020 tons, representing a decrease

in earnings of about \$50,000. This may partly

be attributed to the great increase last year of

24,811 tons, which was probably stimulated by

the extremely low price of coal in 1877, and also

to the mild winter of that year, which left con-

siderable stocks of coal on hand in most of the

towns upon the line. It cannot however, be dis-

guised that the great iron interests, which so large-

ly contribute to the business prosperity of South-

eastern Massachusetts, have rarely been so de-

pressed as during the past year. The business of

Fall River has also been much affected by the

financial reverses which have fallen upon several



of the larger corporations of that city. In several months our freight business at Fall River has been not much more than one half of that of the corresponding months of the previous year.

We can only hope that the lowest point of business depression has been passed. With the increase of business culminating in 1874, we were obliged to incur increased expenditures in providing for its accommodation. We are now obliged, with capital increased and property augmented, to meet the reduction in earnings, which have diminished since 1874 by nearly \$400,000, the earnings of this year including income of the South Shore and Duxbury and Cobasset Railroads, which were not included in the accounts of 1874.

By judicious economy, the expenses have been reduced, but not to the extent of the reduction in earnings. It may, however, be fairly hoped that an increase in income may be realized with the evident improvement of general business. We have the means in our railroad, equipment and property of doing a largely increased business with but little additional expense.

The Union Freight Railroad, operated by this company under a business contract, has this year earned a small profit, after paying its expenses and rental. It is valuable to us as bringing business upon the line which we might not be able to reach. We have received from our stock in this company a dividend equal to a fair interest on its cost, which has been credited to interest account. There remained upon the books at the end of the year, the item of \$22,080 05, which represents the apparent loss in the operation of this road in the past four years, under the contract. While there seems a fair probability of meeting this loss by the prospective gain in the next six years, before the contract expires, the directors have deemed it best to charged off this amount from our surplus account. Any profit from the operation of the road will, in future, be added to the annual income.

The New York business has this year been in a peculiarly depressed condition. The total volume of the business has probably been smaller than in previous years; and during the greater part of the year there have been two, and at times, three, new competitors seeking to share it. While we have continued to do our full share of this business, both passenger and freight, the rates have been very low, and but little profit can have been realized by any line.

Our position with regard to this business is different from that of any other line. Every other line has a divided interest in the land and water routes. We have but one interest in the route over Long Island Sound; and in the belief that lower rates might possibly transfer to the Sound boats a sufficient amount of travel to sustain the increased number of boats, we have established and maintained such rates as we deemed for our interest. It has not been thought wise to enter the competition by making excessive reduction of rates, which must always render travel on the line uncomfortable. Our superior boats have attracted a very large number of passengers, and we have had all the freight the boats could conveniently carry.

We have always been ready to establish rates at more remunerative prices, whenever other parties were willing to stop the competition. There seems to be no prospect, at present, of any termination of this competition, which we can probably endure with less loss than any other line. We have received dividends of seven per cent upon the stock of the Old Colony Steamboat Company, which has also purchased and canceled, during the year, \$50,000 of its bonded debt.

Some changes have been made in the form of the accounts. In rendering accounts to the Railroad Commissioners, we have been required, for some years, to unite in one item, under the title of "surplus," the two credit items called on our books "premium on stock" and "income." To make the accounts agree with those made to the commissioners, a "surplus" account has been opened. While it has been somewhat increased

by the business of the year, charges have been made to reduce the value of various properties which appear over estimated on the books. The present credit is \$709,054 87. It is not to be considered that this large amount of past profits is on hand in cash. It simply represents the amount of money received from earnings and other sources, besides stock and loans, which has been invested in the property of the company. In the judgment of the directors, it is more than sufficient to cover any possible depreciation in the property now owned by the company.

In the coming year, \$328,000 of notes payable, issued several years ago, now bearing interest at the rate of 7 per cent, will become due, and may be funded at a lower rate of interest. The authority given by stockholders at the meeting of November, 1876, still authorizes the issue of notes and bonds to meet maturing debt to the amount of \$300,000, and will suffice for this purpose.

During the year terminating September 30, 1878, our business was done successfully and without accident, and the amount paid for damages was unprecedentedly small. We regret to announce a disaster of great magnitude which occurred upon the line since the closing of the accounts for this report, and the pecuniary effects of which must materially affect our accounts for the next year.

On the eighth day of October, a heavy excursion train, under the charge of experienced and trusted employes of the company, was derailed through the failure of operatives in charge of a freight train to observe the rules of the road. It proved the greatest disaster that ever occurred upon this line of railroad. By it thirteen passengers and one employe were killed, and many persons were injured, of whom four passengers and one employe have since died. This is said to be the first fatal accident to a passenger, from circumstances beyond his control, upon the line of the original Old Colony Railroad since its opening in 1845. After a full examination of all the circumstances, the directors are unable to find that any causes contributed to the accident, except the violation by the men in charge of the freight train of well-known rules. If the rules had been observed, the accident would not have happened. In this conclusion they are confirmed by the investigation of the Railroad Commissioners.

The loss to the company by this accident cannot now be estimated. The destruction of property is not less than \$20,000. The directors have taken prompt steps to adjust fairly all reasonable claims for damages, and have already paid considerable sums to various claimants. There still remain many unsettled claims, some of them of large amount, which will be settled whenever reasonable adjustment can be made.

In view of the expenditures already made to pay these claims, and the calls of a like nature to be met in the early future, the directors consider that it will be the wisest policy of the company to omit the dividend which would otherwise be made in January next, and to apply all the earnings of the road to the liquidation of these claims.

The finances of the company are in a sound and healthy condition, and dividends can be resumed as soon as the extraordinary expenditures caused by this accident are provided for.

At the last annual meeting, the directors were required in this report to inform the stockholders of the amount of the salaries of certain officers, and of the amounts paid to conductors and engine men. They therefore report the salary of the president is \$5,000; of the superintendent, \$5,000; of the treasurer, \$3,600. The pay of conductors is \$63 to \$80 per month, and of engine men from \$2 60 to \$4 00 per day, according to the work performed, and length of service.

The equipment of the road is as follows: 50 passenger, 15 freight, and 7 switching locomotives; 158 passenger, 27 baggage, 335 long box, 10 short box, 343 long platform, 24 cattle, 72 stone, 13 short platform and 514 coal and gravel

cars. Number of miles run by passenger trains, 877,571; by freight trains, 815,516; by gravel trains, etc., 180,670—total miles run one year to September 30, 1878, 1,873,757, a decrease, compared with the year ending September 30, 1877, of 19,233. Number of passengers carried the past year, 3,959,023; do. carried one mile, 58,845,895. Tons of merchandise carried the past year, 631,190; do. carried one mile, 18,446,307.

#### TRIAL BALANCE, September 30, 1878.

Construction.....	\$10,282,291 32
Equipment.....	1,191,319 08
Old Colony Steamboat Co. (stock account).....	725,500 00
Fall River, Warren and Providence R. R. Co. (bond and stock account).....	348,605 43
Nantucket and Cape Cod Steamboat Co. (stock account).....	15,340 88
Dorchester and Milton Branch....	86,087 88
Union Freight Railway Co. (stock account).....	79,014 42
Do. (property account).....	24,466 19
Real estate.....	287,488 98
Improvement account.....	70,000 00
Material on hand.....	172,008 09
Bills receivable.....	107,539 50
Sinking fund, for bonds due Oct. 1, 1880.....	62,880 81
Cash.....	186,440 84
Due from agents and connecting lines.....	62,305 86
Debit balances.....	24,689 48
	<b>\$13,626,823 70</b>
Capital stock.....	\$6,733,800 00
Bonds due October 1, 1880.....	150,000 00
" August 1, 1881.....	265,500 00
" October 1, 1881.....	125,000 00
" September 1, 1884.....	32,000 00
" March 1, 1894.....	1,692,000 00
" June 1, 1896.....	500,000 00
" September 1, 1896.....	1,100,000 00
" August 1, 1897.....	1,700,000 00
Bills payable.....	495,535 26
Accounts payable.....	89,268 81
Dividends unpaid.....	13,717 91
Coupons unpaid.....	20,882 50
Credit balances.....	65 05
Surplus.....	709,054 67
	<b>\$13,626,823 70</b>

President.—CHARLES F. CHOATE.

Directors.—Uriel Crocker, Fred. L. Ames, Chas. F. Choate, Samuel L. Crocker, Jacob H. Loud, Thomas J. Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Elisha W. Willard, George Marston.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—J. R. KENDRICK.

The Governor General of Canada in his address to Parliament, says he will press for the most vigorous prosecution of the Canadian Pacific railway.

New York, February 20, 1879.

THE DIRECTORS OF THE EMPIRE GOLD MINING COMPANY have this day declared a DIVIDEND OF EIGHT CENTS PER SHARE, (par value \$10), out of the net earnings for the month of January, payable at the office of the Treasurer, S. V. WHITE, No. 8 Wall-st., on the 28th day of February inst. The books to close on February 25, and reopen March 1, 1879.

GEO. H. HANDFORTH, Secretary.

At the above meeting, W. B. LEONARD was elected Vice-President. The officers are as follows:

ALGERNON S. SULLIVAN, President.

W. B. LEONARD, Vice-President.

S. V. WHITE, Treasurer.

C. J. OSBORNE, } Trustees.

J. L. HATHAWAY, }

GEO. H. HANDFORTH, Sec'y.

The Pennsylvania Railroad Company has ceased to operate the 39 miles of track between Pomeroy, Penn., and Delaware City, Del., known as the Pennsylvania and Delaware Railroad. According to the lease the net earnings had been paid to the branch railroad company, which has a capital stock of \$900,000 and funded debt of \$1,602,000. The floating indebtedness, according to the last statement, was over \$21,000. During 1877 the net income was \$6,149 81.

### A. G. DAY,

MANUFACTURER OF

Kerite Insulated Telegraph Wire and Cables.

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THE DI-ELECTRICAL PROPERTIES OF KERITE have been thoroughly tested, and its superiority over all other kinds of insulation fully demonstrated.

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has been demonstrated beyond question in practical use of hundreds of miles of Kerite-covered wires by the Fire Alarm and Telegraph Companies. In New York it has been largely used for the last ten years, under all conditions and exposures; the resistance now is as great as when first exposed.

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commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

For Sale by all dealers in Telegraphic Materials.  
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A. G. DAY, 120 Broadway, N. York.

### TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,

(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

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## KESLER MINING COMPANY,

ORGANIZED UNDER THE  
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WOLFF BROS.,

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NEW YORK, Feb. 7, 1879.

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## THEO. SUTRO,

Attorney and Counsellor at Law,  
(Rooms 42 and 43.)

320 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

#### REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

Lazard Freres, Bankers, 65 Pine Street, New York.

Sutro Tunnel Company, San Francisco, California.

New York, New England and Western

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD  
COMPANY, No. 31 NASSAU ST.  
NEW YORK, Jan. 27, 1879.

A DIVIDEND OF (3) THREE PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of the capital stock of this company, as registered at the close of the 12th day of February next, after which, and until the 5th day of March, the transfer-books will be closed.  
L. V. F. RANDOLPH, Treasurer.



# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York, Saturday, March 8, 1879.

### Pennsylvania Railroad.

From the report of this company, prepared for presentation at the annual meeting of the stockholders to be held in Philadelphia on the 11th inst., we learn that the gross earnings on the Pennsylvania Division, Main Line and Branches, Pittsburg to Philadelphia, for the year ending December 31, 1878, were: from freights, \$16,098,838 04; passengers, \$3,415,506 03; express, \$270,563 20; U. S. mails, \$367,198 40; rents, \$165,034 19—total, \$20,317,139 86. The expenses were: for conducting transportation, \$4,481,428 31; motive power, \$2,950,951 62; maintenance of cars, \$1,260,474 75; maintenance of way, \$1,862,786 92; general expenses, \$365,461 66—total, \$10,921,103 26, leaving as net earnings \$9,396,036 60. To which add interest on investments, etc., \$2,120,867 58, making a total of \$11,516,904 18. From which deduct payments for rentals, interest, etc., \$5,192,439 67, leaving as net income the sum of \$6,324,464 51. Compared with the previous year there is an increase in gross earnings of \$1,333,683 61, with an increase in expenses of \$169,964 62, making the increase in net earnings \$1,163,718 99. The net income

of the company shows an increase over 1877 of \$436,154 96.

The gross earnings of the United New Jersey Railroad and Canal Company, including Belvidere Delaware Railroad and Flemington Branch, during 1878, were \$8,398,534 23, the expenses \$5,502,941 62, and the net earnings \$2,895,592 61. To which add interest from investments \$296,520 10, making the total net earnings \$3,192,112 71. The amount disbursed for dividends, interest, etc., was \$4,828,387 87—showing a net loss of \$1,136,775 16. Compared with the previous year the gross earnings show a decrease of \$562,163, with a decrease in expenses of \$724,759 64, making the increase in net earnings \$162,596 64. To which add increase in cash received from investments, \$74,994 71, making a total increase of \$237,591 35. To which add decrease in payments on account of dividend, interest, etc., \$108,151 53—making the net loss in operating the New Jersey division \$345,742 88 less than in 1877.

Deducting the net loss from operating the New Jersey Division from the net income of the Pennsylvania Division, as shown above, leaves a balance of \$5,187,689 35. From this sum deduct losses in operating various subordinate lines, \$866,626 07, leaving balance to credit of profit and loss, \$4,321,063 28, out of which was paid a dividend of two per cent, \$1,377,404—leaving amount to be transferred to credit of profit and loss account for 1878, of \$2,943,659 28; to this is added \$2,347,382 to credit of that account December 31, 1877, and \$77,696 91, realized from old accounts, making a total balance of \$5,368,738 19. From this there has been deducted \$1,310,923 05 for reduction in value of securities, accounts charged off as of no value, and securities transferred to suspense account as of doubtful value, leaving \$4,057,815 14 to the credit of profit and loss at the close of the year, a gain during 1878 of \$1,710,438 14.

The gross earnings of the Philadelphia and Erie Railroad in 1878 were \$2,921,060 49, the expenses \$2,044,948 83, and the net earnings \$876,111 66. Deduct interest charged for use of equipment, etc., \$191,604 52—leaves net amount applicable to pay interest \$684,507 14, which amount was paid to the Philadelphia and Erie

Railroad Company at rental. Compared with 1877, the gross earnings show a decrease of \$251,832 21, the expenses a decrease of \$4,678 51, and the net earnings a decrease of \$247,253 70. The amount applicable to payment of interest shows a decrease of \$199,668 32.

The total amount expended for construction, equipment and real estate during the year was \$516,171 81; against which there are credits by sale of property, old equipment, etc., of \$206,095 08—making the net increase in construction and equipment account during 1878, \$340,076 23.

The gross earnings of all lines east of Pittsburg and Erie for the year 1878 were \$31,636,734 58, expenses \$18,468,993 71, rental and interest on equipment \$1,684,190 36, and net earnings \$11,483,550 51. For the year 1877, the gross earnings were \$31,117,146 18, expenses \$19,028,467 24, rental and interest on equipment \$1,904,261 25, and net earnings \$10,184,417 69—showing an increase in gross earnings of \$519,588 40, a decrease in expenses, etc., of \$779,544 42, and an increase in net earnings of \$1,299,182 82.

The number of tons of freight moved over the lines east of Pittsburg and Erie in 1878 was 19,121,977, against 18,405,711 in 1877, an increase of 716,266. The number of tons carried one mile was 2,431,807,656, against 2,180,459,888 in 1877, an increase of 251,347,768.

The number of tons of freight moved in 1878 over the main line and branches, including 680,476 tons of fuel and other materials for the company's use, was 11,627,228, embracing 5,007,811 tons of coal. For the previous year 10,438,394 tons were moved, showing an increase of 1,188,834 tons, or 11.4 per cent, while the increase in coal tonnage was 53,919 tons.

The number of passengers carried on all lines east of Pittsburg and Erie for the year 1878 was 12,792,306, against 13,007,892 in 1877, a decrease of 215,527. The total mileage of passengers was 292,725,524, against 298,752,730, a decrease of 6,027,206.

The total earnings of the lines owned or controlled by the company west of Pittsburg, and operated by the Pennsylvania Company, in 1878 were \$23,790,228 35, the expenses \$15,184,805 11, and the net earnings \$8,605,423 24. In 1877, the